

BLUEPRINT for ACTION

May 1998

Mid-Heights Community Blueprint for Action Planning Department

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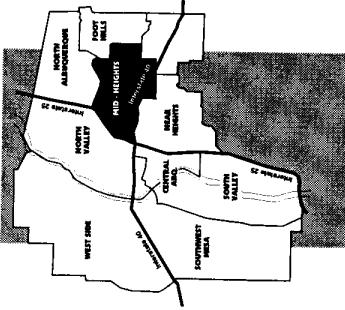
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Acknowledgments....

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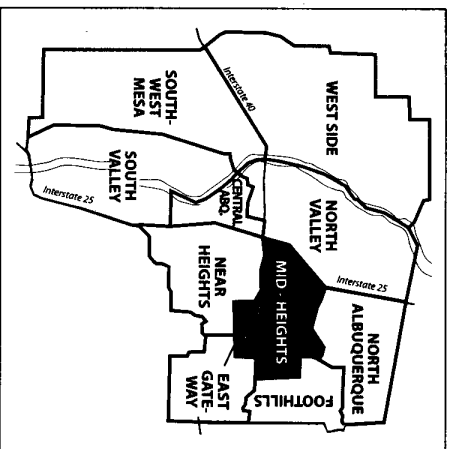
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Albuquerque's Community Planning Areas

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Executive Summary

Introduction

City of Albuquerque Strategic Planning Process

City of Albuquerque 5-Year Goals and the Mid-Heights Community Conditions

Executive Summary

The Mid-Heights Community is located between Interstate Highway I-25 on the west, Eubank and Juan Tabo Boulevards on the east, Interstate Highway I-40 and Lomas Boulevard on the south, and the Bear Canyon Arroyo and the Bear Tributary on the north. Most of the Mid-Heights was developed between 1950 and 1970. People who live there characterize it as a place that is neither old nor young. Less than 50 years ago it was Albuquerque's suburban fringe. Now it is the heart of the city's northeast quadrant. Sustaining this key portion of the established city as a viable and attractive place to live, work, and play is especially important as Albuquerque struggles to guide its growth.

The Mid-Heights's age, growth, and shift from city fringe to city crossroads has brought strengths, weaknesses, threats and opportunities. The community's parks, schools, religious institutions, trail system, entertainment, shopping, job opportunities, well-maintained mature neighborhoods, neighborhood associations, and civic groups are some of its strengths. The Mid-Heights also contains Uptown, a City urban center. Its improvement as a place for people to live, walk, gather, do business conveniently, and seek enter-

tainment may serve as a model for creating other Albuquerque urban centers.

Area weaknesses stem from rapidly built and now aging suburban development. Excessive commercial zoning and large redundant commercial signs on major streets, street and site designs that cater to car movement and storage at the expense of other activities, few landmarks or art, utilitarian looking utility poles and lines, and concrete-lined arroyos detract from the gracefully maturing neighborhoods where people display creativity, sense of ownership, and pride.

Major citywide issues threaten life as it was in the Mid-Heights. Too much traffic, air pollution, abandonment of suburban conventions that fostered human interaction (such as maintaining front yards), growing crime, vandalism, graffiti, and aging neighborhoods all compromise community stability.

Opportunities to improve community life lie in the community's strengths, weaknesses and threats. Schools and parks can be better used, streets can be redesigned for people, and underused properties can be redeveloped with mixed uses that encourage public life. Art can be introduced and landmarks can be recognized and enhanced or created. The many strong neighborhood associations and established civic groups, the business community, schools, and churches can help the few weaker unorganized areas to improve their neighborhoods.

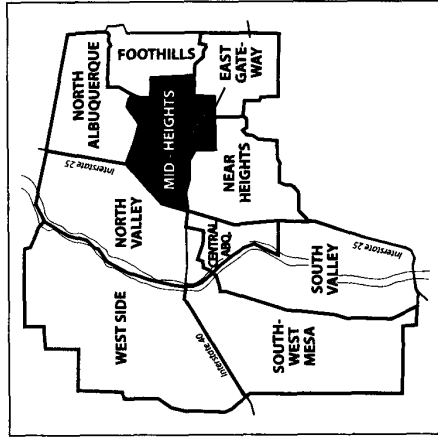
After identifying and examining Mid-Heights issues, the Community Partnership chose to begin work on two major issues and to assist existing organizations on a third issue:

1. The major streets are the Mid-Heights' most dominant feature. The Partnership has chosen to recreate them by initiating a major street prototype redesign to improve appearance and function for pedestrians, bicyclists, transit users, and people with disabilities. Future work will include developing strategies to create more opportunities for public life. Some strategies will need to be developed to encourage better use of under-used commercial properties and to encourage mixed uses that support bicycling, walking, and transit use.
2. Some neighborhoods are beginning to display signs of physical and social deterioration. The Partnership has chosen to get neighborhood and business leaders together to work on a strategic plan to reverse these trends.
3. The Partnership also chose to help ensure that Uptown develops as an effective urban center.

At the April 1998 Mid-Heights Blueprint review session the Partnership indicated that they also wish to develop and articulate an overall vision for the Mid-Heights based on what they now know and to work with Albuquerque Public Schools and the City to further develop and use school grounds and buildings for the community.

The Community Blueprint will be updated regularly. It is an evolving document that can be used by City Council, the City Administration and the public to help them make decisions about allocating resources most effectively. ☐

Introduction



Albuquerque's Community Planning Areas

Overview of Community-Based Planning

The Community-Based Planning Program was initiated to provide more effective planning and service delivery, and to enhance the identity of each community in the city. In 1993-94, public workshops were held to define the geographic boundaries of Albuquerque communities and to identify their notable features. Based on this information, the metropolitan area was divided for planning purposes into ten distinct communities. A community planner was assigned to each community to facilitate broad-based public involvement in planning. Nine communities are City-staffed, while the South Valley effort is led by Bernalillo County.

Community Partnerships consisting of City Councilors, City government staff, representatives from public schools, neighborhoods, businesses, institutions and others were formed to assess community conditions, and to prioritize and address community issues. With City staff assistance, the partnerships identify community assets to help design solutions, network to find public and private resources, and work together to accomplish needed changes to City planning, policy-making, and spending for projects and programs in their community planning areas.

The Public Works Department, Family and

Community Services Department, and the Capital Implementation Program's Parks, Open Space and Trails section each have their own community planner to help coordinate sub-area planning and implementation. Interagency coordination is further facilitated through a Government Response Team comprised of representatives from the Mayor's Office, City Council Office, and City Departments.

The Mid-Heights Community Planning Partnership

The Mid-Heights Partnership formed in August 1996. In 1998, members included City Councilors from Districts five and seven, principals of Del Norte and Sandia High Schools, and representatives of neighborhood associations, the Palo Duro Senior Center Board, and business organizations. People are continually added to the mailing list. During the first year meetings were held almost every month. In 1998, the Partnership may select a core group of people to meet regularly, schedule less frequent large meetings, and convene sessions with many interested parties to work on projects, policy proposals, and other community priorities. The Partnership strives to look at the "big picture" and mid- to long-range issues involving the entire community.

The Partnership spent the first half of their initial year identifying community strengths, opportunities, weaknesses and threats, discussing their desires for the community's future, and choosing priorities.

In 1997, the Mid-Heights Partnership chose to work on three major efforts: 1) revitalizing neighborhoods that are beginning to display signs of social and physical deterioration; 2) redesigning major Mid-Heights streets to creatively identify parts of the community, to become animated public spaces, and to improve their appearance and function for walkers, bicyclists, and mass transit users; and 3) ensuring that the Uptown Sector Plan is implemented effectively. The Partnership has initiated two of the efforts. All three priorities are discussed in greater detail in the Priority Issues and Recommended Actions chapter of the Blueprint.

During the final review of this Blueprint, the Partnership chose to add two additional priorities: 4) developing and articulating an overall vision for the Mid-Heights based on priority issues and community strengths that have been identified and 5) working with the Albuquerque Public Schools and the City to further develop and manage Mid-Heights school buildings and grounds for community use.

Blueprint Contents

This blueprint is one of nine. It presents an analysis of current conditions in the Mid-Heights Community, identifies priority issues, and recommends actions. The document is divided into three main sections:

1. The Executive Summary, Introduction, City Strategic Planning Process, and City of

Albuquerque 5-Year Goals and Mid-Heights Community Conditions provide an overview of community conditions that can be used to evaluate progress over time. Key findings about community conditions are listed under each of the City's seven goals.

2. The Mid-Heights Community Profile is divided into nine subjects. Community conditions are analyzed for each subject. Key findings and recommended actions follow each analysis.

3. The Summary of Partnership Issues summarizes the process used by the Partnership to identify community priorities. Priority Issues and Recommended Actions describes Partnership commitments for the next few years.

Mid-Heights Blueprint information comes from several sources:

- The Mid-Heights Community Partnership
- Youth planning meetings organized by the Office of Neighborhood Coordination
- Youth planning meetings organized by the Cultural and Recreation Department
- Mid-Heights Community meetings for the HUD 5 Year Plan
- Many City documents including *The Albuquerque Progress Report*, *the Sustainability Indicator Report*, and *the Uptown Plan* to name just a few
- Uptown Plan Workshops
- City staff field observations

Because information is taken from many

sources, it should be interpreted with caution. For example, census data may have been compiled by tract, block group, or extrapolation methods. Some information is based solely on observation. Nonetheless, the major points derived from the analyses are useful.

How Can The Blueprint Be Used?

...to plan

The Blueprint is intended to provide a basis for actions which can improve quality of life. It provides information about current conditions and trends and recommends ways to affect change in the community. It can be used to evaluate conditions, generate discussion, and propose solutions to identified issues.

The Blueprint can be revised and expanded to develop a Community Area Plan. Area plans can serve as building blocks for revising and updating the City/County Comprehensive Plan. Common issues, strengths and opportunities in all nine Blueprints could lead to City and regional policies.

...to budget

The Blueprint contains information about the community's needs, desires, values and dreams. It can be used as a guide by public officials and other policy makers in their efforts to improve the social and physical environment in the community.

The Blueprints are intended to be updated periodically and may have individual components updated more frequently. If you have questions or want to participate in planning for the community, call your Community Planner, at 924-3860. ☐



City of Albuquerque Strategic Planning Process

The City of Albuquerque is charged with providing quality service to its citizens. This objective is getting harder to achieve, however, as the gap between the demand for service and lagging growth in budgetary resources to provide the service continues to grow wider. For this reason the City of Albuquerque has embarked on a significant effort to improve service quality by drafting a Strategic Management Plan dated January 22, 1998. The Plan suggests some strategies for how city departments can improve conditions in the city by:

- developing a current and thorough understanding of community and customer conditions and trends;
- translating that knowledge into effective and efficient programs that improve those conditions; and
- measuring results of programs for their effectiveness;

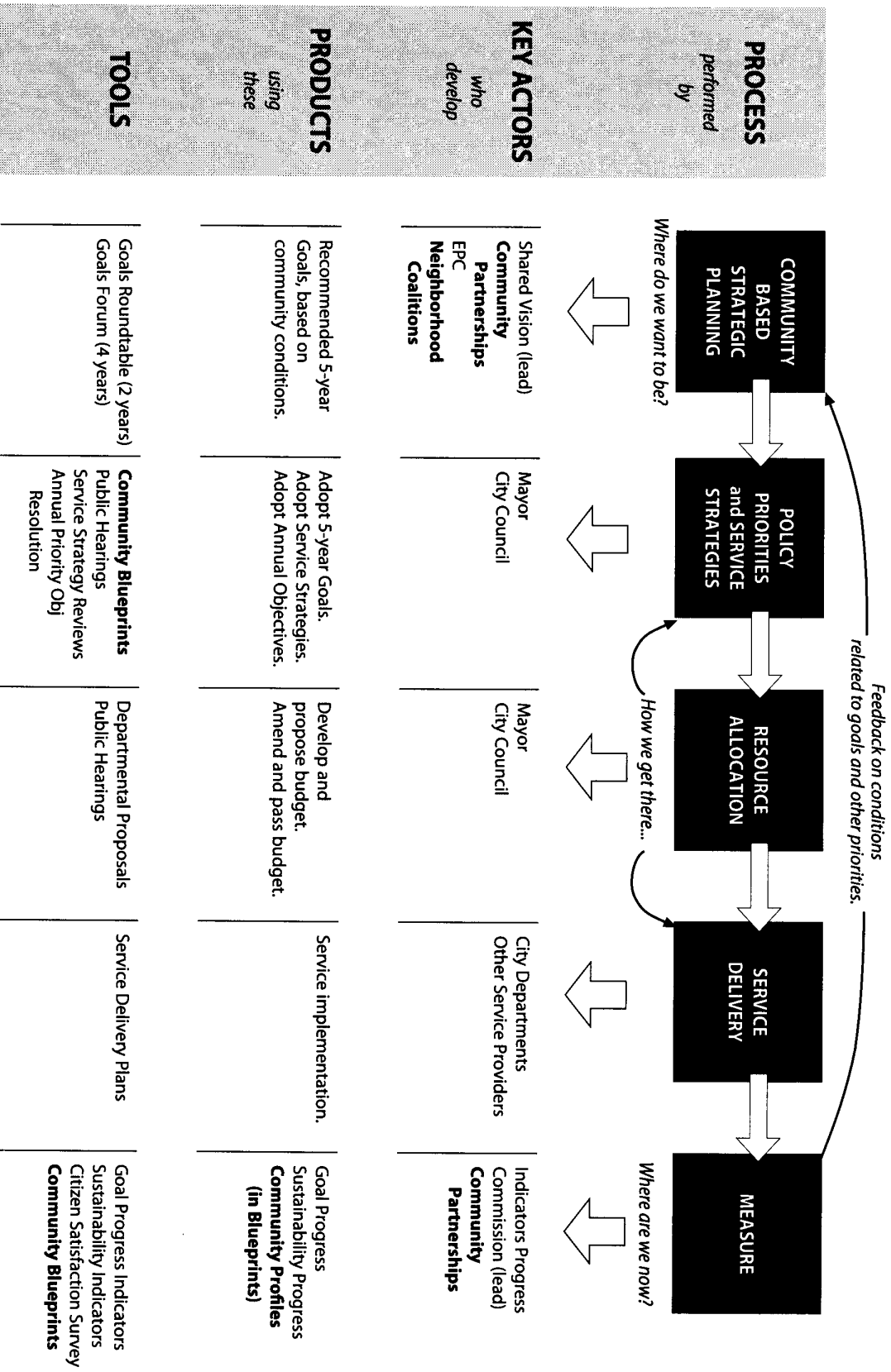
The Community Blueprints have accomplished the first two objectives by developing a profile of community conditions and suggesting recommendations to improve those conditions. Community Planners will work with the Office of Management and Operations Improvement and the community partnerships to develop the third objective. Projects that come about as a result of

the "Recommended Actions" in the Blueprint will need to contain quantitative measures to determine if community conditions improve as a result of the actions.

The following graph shows how the Community Planning effort fits in with the City of Albuquerque's Strategic Planning process to track progress toward improved service to the citizens of Albuquerque. City Goals and North Albuquerque Community Conditions. □



Strategic Planning in the City of Albuquerque – Vision in Action Process





City of Albuquerque 5-Year Goals and the Mid-Heights Community Conditions

The City of Albuquerque adopted the following seven City Goals in 1994. They are used to set one-year objectives for City Government and to organize annual budget requests. They are also used as the basis for performance review documented in the Albuquerque Progress Report, one of the City's primary evaluation tools.

The Community Blueprints for Action organize the key findings about each of Albuquerque's Community Planning Areas under these city-wide goals. This will help establish baseline measures of community conditions that can be used to evaluate community progress.

GOAL 1: Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.

- In 1990, the Mid-Heights had more old people and children than anywhere else in Albuquerque.
- In 1990, the largest concentrations of people in the Mid-Heights who were unemployed, living in poverty, or had low incomes lived in the western portion of the Mid-Heights or near I-40.
- The largest concentrations of senior citizens lived in areas that contain apartment complexes that may cater to their needs.
- In 1990, 1,683 people living in the Mid-Heights reported having mobility and self care problems. As the elderly population grows, this number will increase.
- Fifty eight percent (58%) of the housing in 1990 was over 20 years old. Most neighborhoods are maturing gracefully.
- There is some correlation between rental housing, student mobility rates, and community stability.
- The Mid-Heights has many parks, but gaps exist in some neighborhoods. The closest neighborhood park is sometimes located across an arterial or collector street.

- The existing trail system has the potential to augment the street system and to become a linear park system.
- There are not enough public community meeting places. Moreover, those that exist do not encourage inter-generational events.
- Uptown would benefit as an urban center from some type of community center.
- Schools, which are located throughout the Mid-Heights, are sometimes used by the community. Some principals invite more after-school use than others. School grounds need improvements to serve the community as well as school children.
- Unkempt commercial and residential properties detract from the Mid-Heights.

GOAL 2: Improve public safety services.

- Neighborhoods continue to suffer and complain about traffic intrusions in their neighborhoods. As major streets become congested, non-residential traffic cuts through neighborhoods more frequently.
- The number of reported crimes is not extraordinarily high in any particular part of the Mid-Heights except for reports of driving-while-intoxicated in the San Mateo and Montgomery Boulevards area.
- A high incidence of domestic violence, however, is an issue in some neighborhoods.

GOAL 3: For infrastructure, equitably balance new construction, maintenance and repair.

- Major streets dominate the Mid-Heights functionally and visually. The streets are congested, separate neighborhoods, and frustrate the independence of non-drivers. Although they now bring air pollution, noise, traffic danger, and crime to the Mid-Heights, they have the potential over time to be redeveloped to become community assets.
- The recreational trails have tremendous potential, but would benefit from improvements.

Goal 4: Achieve sustainable development, and balanced development and redevelopment, including infill development.

- The Mid-Heights is neither old nor young. As parts of the community are revitalized, they need to be celebrated for what they are.
- Uptown has become a regional and commercial office center, but it lacks the cohesive structure, pedestrian convenience, and strong sense of place necessary to become a fully integrated urban center.
- Uptown also needs more housing to become an effective and integrated urban center.
- Most land in the Mid-Heights has already been developed, but as needs change and new Mid-Heights goals become clear, some land could be redeveloped for other uses.
- The Big I area has tremendous potential to become one of several interconnecting tourist hubs.
- The positive places that people in the Mid-Heights have said they like are often hidden.
- The design of existing development in the Mid-Heights encourages car travel.
- It is difficult, unpleasant, and dangerous for pedestrians to cross parking lots to access businesses and apartment buildings.
- Housing types are diverse, but not well distributed.
- The average home sales prices for most areas within the Mid-Heights was slightly below the December 1997 median price of \$125,000 for the Albuquerque Metropolitan area. In December 1997, apartment rental costs

ranged from averages of \$324 - \$437 for efficiency apartments to averages of \$661 - \$892 for three bedroom apartments.

Goal 5: Increase environmental protection and resource conservation.

- The Mid-Heights is Albuquerque's major air pollution hot spot.
- Because inconvenient public transportation cannot compete for riders who now drive, street congestion and air pollution will worsen.
- The Uptown Sector Plan Traffic Mitigation recommendations and the Uptown Transportation Management Association have tremendous potential to improve congestion and air quality in Uptown and if used citywide, in Albuquerque.
- Traffic noise and other noise is an issue in almost all Mid-Heights neighborhoods. This issue impacts quality of life in the neighborhoods. Some houses near major streets may have been converted to rental properties in response to this issue.
- Conserving water and ensuring good water quality are important City goals that need cooperation throughout the City.

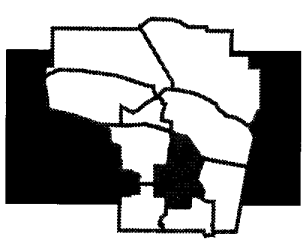
Goal 6: Adopt and pursue implementation of an economic vitality strategy.

- Entertainment exists, but it is scattered.
- The Mid-Heights is a regional office and retail center.
- Although many offices and retail spaces are concentrated in Uptown, just as many are scattered along arterial and collector streets throughout the Mid-Heights. The heaviest concentrations are along Menaul and Montgomery Boulevards, I-25, I-40, and most north/south arterial streets. Scattered office and retail space adds to traffic and air pollution.
- Some commercial areas along the freeways are in a state of transition that may need intervention to prevent or stem area deterioration.

Goal 7: Foster the expression and appreciation of Albuquerque's cultures.

- The Mid-Heights is the most populated part of Albuquerque. Its diversity is not as obvious as other parts of the City.
- The Mid-Heights has the building blocks for continuing to develop a sense of ownership and pride: individuals, organizations, special places, special events, and current and past community successes.

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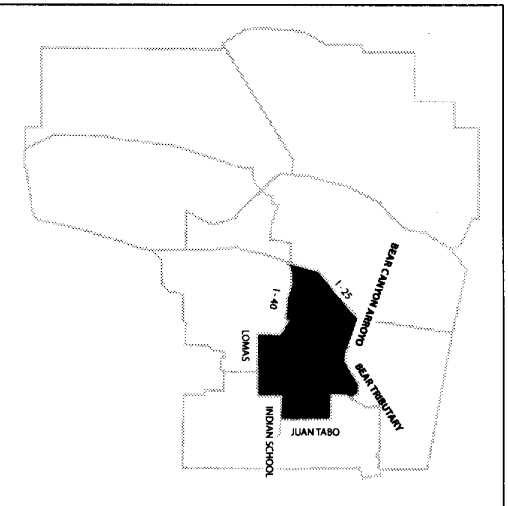


The Mid-Heights Community Profile

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History and Development

- [Goal 3] For infrastructure, equitably balance new construction, maintenance and repair.
- [Goal 4] Achieve sustainable development, and balance development and redevelopment, including infill development.
- [Goal 6] Adopt and pursue implementation of an economic revitalization strategy.



Mid-Heights' Boundaries

History and Development Trends

"The Mid-Heights is not old and not young. As we revitalize our community, we must remember not to be like everywhere else or try to look brand new. We need to celebrate ourselves." (Source: *MidHeights Partnership observation, Winter 1997*)

Less than fifty years ago, the Mid-Heights Community was Albuquerque's suburban fringe. Now it lies in the heart of Albuquerque's northeast quadrant. Located between Interstate Highway I-25 on the west, Eubank and Juan Tabo Boulevards on the east, Interstate Highway I-40 Lomas Boulevard, and Indian School Road on the south, and the Bear Canyon Arroyo and Bear Tributaries north of Osuna Road, it has become a major city crossroads for people who live in newer developments to the north and east, people who work at Kirtland Air Force Base and Sandia Laboratory, people who shop or work in Uptown, and others who live in the Mid-Heights.

Albuquerque's Population Soars

Between 1940 and 1960, Albuquerque's population soared from 35,449 to 201,189. Most of this growth took place in the Mid-Heights. Growth was fueled by locating the U.S. Army Air Corps in Albuquerque in 1940 and expanding Kirtland Field during WWII. Many government employees, service men, and scientists who located here during the development of the atom bomb stayed and their families contributed to the post-war baby boom.

Albuquerque's Land Area Triples...

Housing Developments Spread

Between 1946 and 1950 Albuquerque's land area tripled. By 1950 most of Albuquerque's east mesa was annexed. Between 1951-1959 the Mid-Heights area south of Montgomery Boulevard was completely annexed into the City. Most areas east of Wyoming were not developed until later.

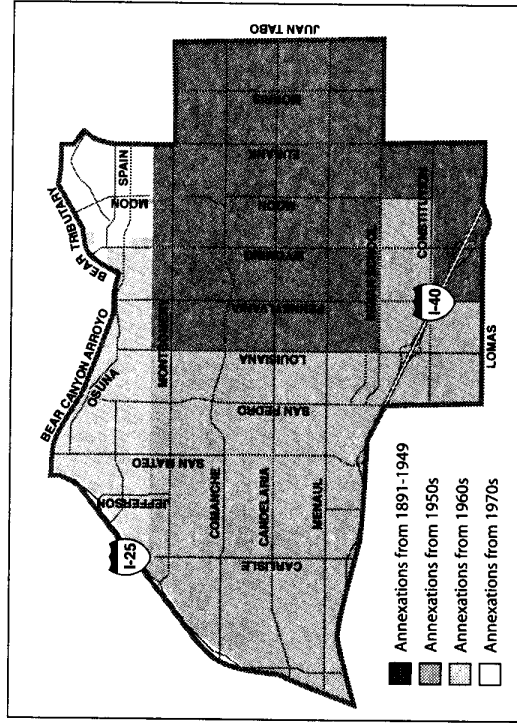
In the 1950s developers and merchant builders began to build houses east of Carlisle

order to provide customers free parking, security and easy access. Through a lease arrangement with the University of New Mexico, Winrock Shopping Center was completed in 1961. It included more than 500,000 square feet of retail space and was the first regional scale shopping center in the state. Coronado Shopping Center was completed in 1965 and contained 450,000 square feet of retail space.

The Uptown area still has the largest concentration of retail stores in New Mexico. It draws business to Albuquerque from New Mexico and parts of Colorado, Arizona, Texas and Mexico. In 1996, the area contained more than 2.5 million square feet of retail stores (Source: *CB Commercial 1997 Greater Albuquerque Commercial Real Estate Market Report*) In the early 1990s, sales tax alone brought in over \$18 million a year. Concentrating these stores has helped contribute more retail sales and taxes than if the stores were spread throughout the city. (Source: *Albuquerque's Environmental Story: Toward a Sustainable Community, 1996*)

During the 1980s, several office buildings were built in Uptown. They were taller and more massive than buildings in any other area of Albuquerque except Downtown, and a large number of them incorporated materials and design concepts that were sophisticated by Albuquerque standards. The expansion of Uptown office space and the area's upscale image lured service employment into the Uptown area, increasing its vitality as a mixed-use center. The Journal Center in the north I-25 corridor is now luring some offices away from Uptown.

What Uptown has not yet become is a fully integrated urban center. It lacks a cohesive structure, pedestrian convenience, and a strong sense



(Source: AGIS)

Annexation History in the Mid-Heights

Large Residential Developments Set the Tone for Future Development

The earliest large-scale residential developments in the Mid-Heights were Hoffmantown Subdivision and Inez Addition. These early subdivisions set the stage for other large Mid-Heights suburban developments in the 1950s, 1960s, and 1970s.

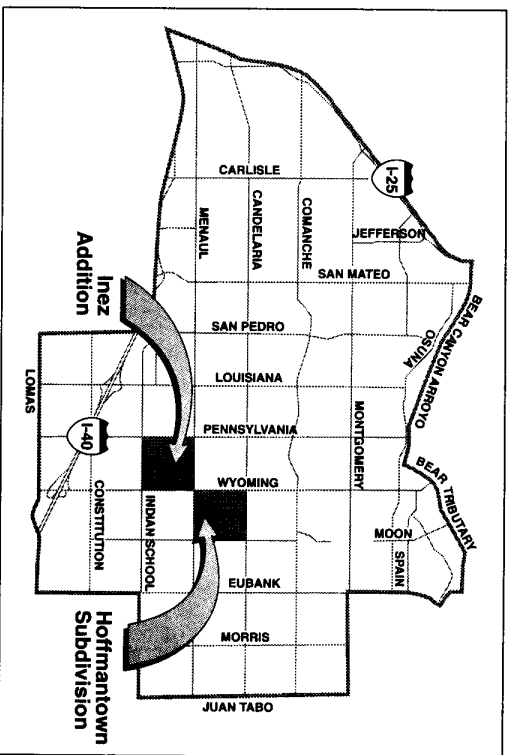
Uptown Becomes a Commercial Center

In 1954, Dale Bellamah purchased the land between Louisiana, San Pedro, Menaul and Indian School for \$450,000. He envisioned Uptown as a commercial center of hotels, office buildings, and strip retail developments.

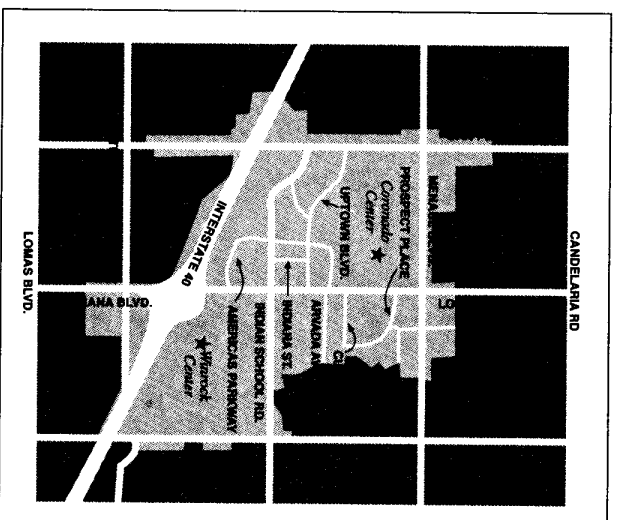
Shortly after WWII, department stores began opening in suburban locations nationwide in

Boulevard for people working at Kirtland, Sandia, and Manzano Bases. Louisiana, Wyoming, and Eubank Boulevards, located one mile apart, provided easy access from housing to the base.

Cheap land made it possible to build at a scale unknown in Albuquerque until the 1950s. Mortgage guarantees provided by the Federal Housing Administration for home buyers significantly reduced the risk of financing residential development. Before this, Albuquerque builders produced a few houses at a time. City-owned utilities rapidly extended services to these additions. (Source: *Albuquerque's Environmental Story: Toward a Sustainable Communities, 1996*)



Hoffmantown and Inez Subdivisions



Uptown Sector Plan Area

of place. To reach its full potential as an urban center it will have to develop a distinct identity; have concentrated and integrated mixtures of housing, offices, entertainment, restaurants, and shops; have convenient mass transit and convenient and attractive public places for people to walk, gather, visit, read a book, eat lunch, take their kids, watch other people, enjoy the outdoors, sit, and partake in public events. To be an attractive center it needs to cater to pedestrians and offer a more playful and diverse atmosphere.

The specific policies and regulations adopted in the 1995 Uptown Sector Plan should help create cohesiveness by better connecting the isolated shopping, entertainment, and offices located around Uptown. (Sources: Albuquerque's

Environmental Story 1996, Albuquerque Community Identity Program Final Report – July 1995, Uptown Sector Plan – June 1995)

The Big I Area Hosts Tourists

The Big I area (the area surrounding the intersection of Interstate Highways I-40 and I-25) also has the potential to develop into a cohesive center of activity. It now contains 2200 hotel and motel rooms, but lacks adequate tourist support services for its guests. The area would benefit from more restaurants, entertainment, shopping, a public park, pleasant walkways, and convenient mass transit that leads to Albuquerque attractions (Uptown, Downtown, Old Town, the

BioPark, the Rio Grande Nature Center and bosque, the Indian Pueblo Cultural Center, City recreational trails, the Sandia Tram, and the Elena Gallegos Open Space and Forest Service Trails.) Developing this area to function fully will benefit the tourist industry and adjacent neighborhoods, and act as a catalyst to revitalize the western portion of the Mid-Heights.

Land Uses and Development Trends 1995-97

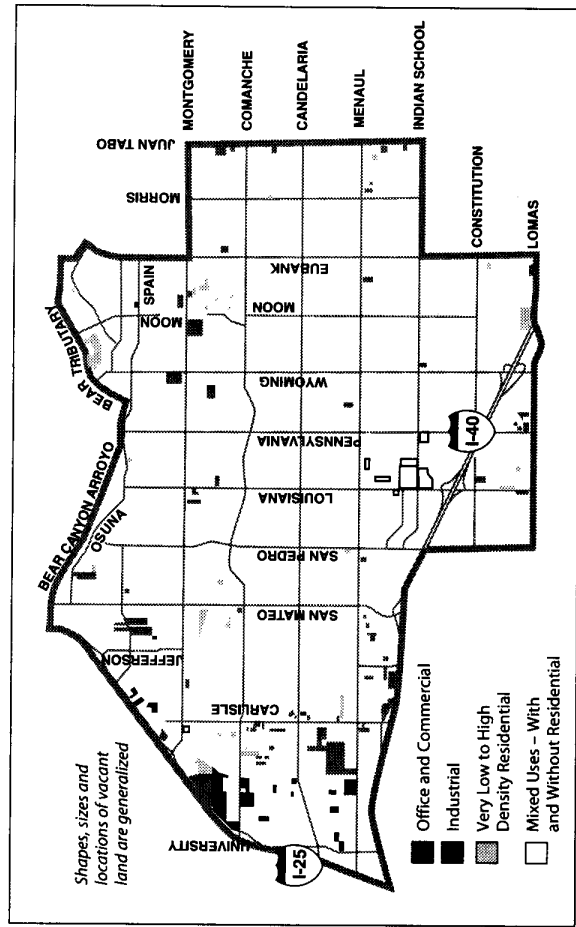
The Mid-Heights includes 11,271 acres of land. This total includes 2,553 acres of streets and alleys. Very little land is available for new development, although under-used land and

deteriorated properties could be considered for redevelopment and possible change of use.

Because most of the Mid-Heights is already developed, each new development needs to contribute positively to the existing urban fabric by strengthening neighborhood stability and making the Mid-Heights a better place to live, work, and visit. Between 1995 and 1997, 76 acres of vacant land were developed. In 1997, only 364 vacant acres remained. Remaining vacant land is available in many zoning categories. The largest parcels are in Uptown and along I-25 and I-40. Vacant and other land was developed as follows:

LAND USE	VACANT ACRES DEVELOPED 1995-97	TOTAL DEVELOPED ACRES
Single-family housing	9	4,452
Streets/alleys	-6	2,553
Multi-family housing	3	676
Commercial service	6	768
Commercial retail	14	632
Institutions/public	8	503
Major parking lots/structures	30	442
Drainage/Flood Control	0	278
Parks and Trails	0	242
Wholesale/warehouse	9	156
Industrial/manufacture	5	154
Utilities	-2	40
Agriculture (greenhouses)	0	12
TOTAL	76	10,907

(Source: AGIS 1995-1997 figures are rounded-up to the next whole number)



All Vacant Land: Generalized Zoning

(Source: AGIS, July 1997)

KEY FINDINGS:

- The Mid-Heights is neither old nor young. As parts of the community are revitalized, they need to be celebrated for what they are.
- Uptown has become a regional and commercial office center, but it lacks the cohesive structure, pedestrian convenience, and strong sense of place necessary to become a fully integrated urban center.
- Most land in the Mid-Heights has already been developed, but as needs change and new Mid-Heights goals become clear, some land could be redeveloped for other uses.
- The Big I area has tremendous potential to become one of several interconnecting tourist hubs.

- The design of existing development in the Mid-Heights encourages car travel.

RECOMMENDED ACTIONS:

- Before initiating strategic planning to revitalize parts of the Mid-Heights, the community will compile an inventory of community assets by writing, photographing, mapping and conducting surveys to determine Mid-Heights strengths. Strategic plans will build on these strengths.
- The Mid-Heights Partnership and the City will guide the implementation of the Uptown Sector Plan. A public investment strategy that is powerful enough to change Uptown into an attractive and well functioning urban center will be devised to augment private investment.
- Through a community revitalization strategic planning process, under-used and deteriorating properties will be identified. After community goals and objectives are clearly articulated concerning the redevelopment of sub-areas of the Mid-Heights, strategies to encourage re-use will be determined. Devise specific strategies for the Big I Area.
- Land re-use should concentrate a variety of land uses to encourage mass transit, walking, and bicycling.

Community Profile

People

[Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.

Total Population and Diversity

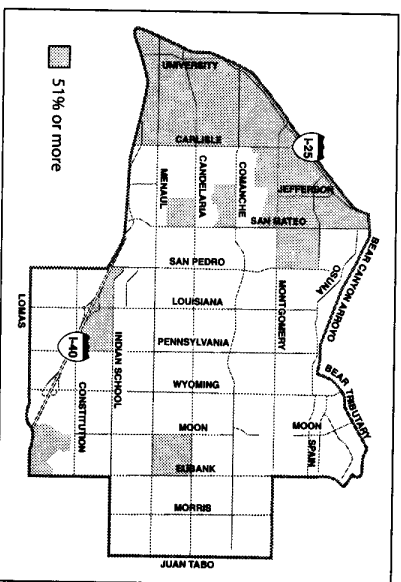
The Mid-Heights is the most populated part of Albuquerque. In 1990, 88,529 people lived there. In 1990, the majority of people in the Mid-Heights identified themselves as being white. The percentages of Black, Native American, and Asian Mid-Heights residents were the same or similar to the percentages of Black, Native American, and Asian residents in Albuquerque and Bernalillo County. Of the total Mid-Heights population, 26% identified

themselves as being Hispanic.

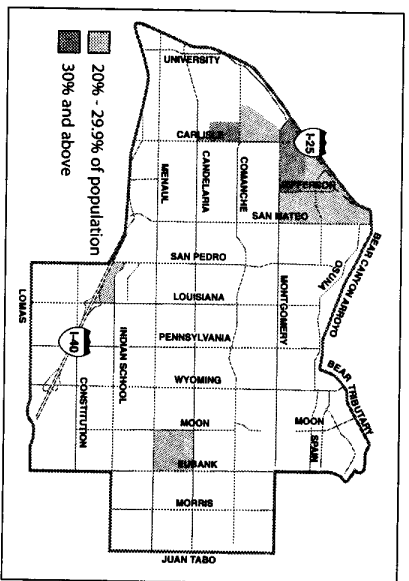
The Mid-Heights Partnership characterized the Mid-Heights community as being culturally, ethnically, and religiously diverse. They also believe that compared to many other cities, the general population in Albuquerque and the Mid-Heights is tolerant of racial and ethnic differences.

Education, Employment, Poverty, and Income

Census data corroborates Mid-Heights Part-



Percentage of Low/Moderate Income Persons (Source: 1990 Census)

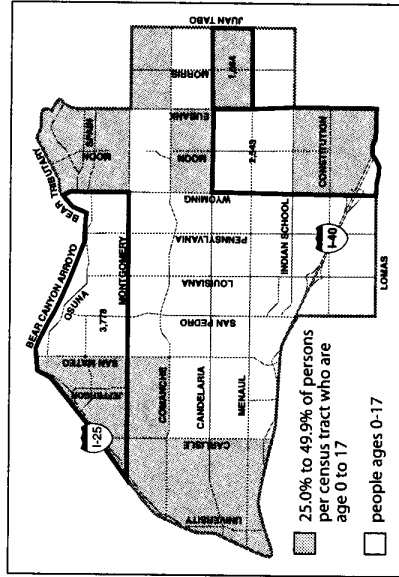


Percentage of People Below Poverty (Source: 1990 Census)

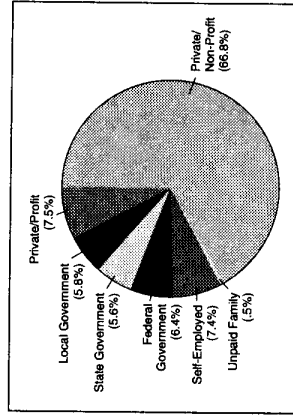
Note: The following information includes population numbers using entire census tracts that overlap slightly into the North Valley and North Albuquerque; therefore, the numbers are based on a population of 97,053 instead of 88,529. (Source: 1990 Census)

	Mid-Heights		Albuquerque		Bernalillo County	
	NO.	%	NO.	%	NO.	%
White	80,593	83%	301,010	78%	369,445	77%
Black	2,314	2%	11,484	3%	13,199	3%
Native Amer.	2,466	3%	11,708	3%	16,296	3%
Asian	1,694	2%	6,660	2%	7,366	2%
Other	9,986	10%	53,874	14%	74,251	15%
Total	97,053	100%	384,736	100%	480,577	100%
Hispanic (ANY RACE)	24,905	26%	132,706	34%	178,310	37%

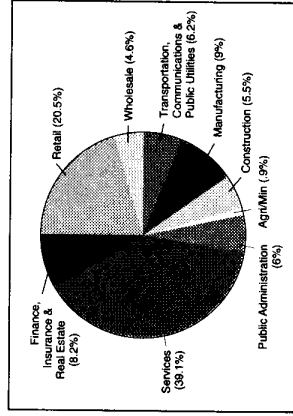
	1990 HOUSEHOLD INCOMES			(Source: 1990 Census)		
	Mid-Heights		Albuquerque		Bernalillo County	
Households	NO.	%	NO.	%	NO.	%
<\$5,000	41,163	4.6%	153,781	6.4%	185,445	6.6%
\$5-\$14,999	17,77%	17.7%	19,3%	19.3%	19,2%	19.2%
\$15-\$34,999	39,3%	39.3%	36,2%	36.2%	36,4%	36.4%
\$35-\$49,999	18,3%	18.3%	16,9%	16.9%	16,8%	16.8%
\$50-\$74,999	13,8%	13.8%	13,6%	13.6%	13,5%	13.5%
\$75-\$99,999	4%	4%	4,3%	4.3%	4,2%	4.2%
\$100,000 +	2,4%	2.4%	3,3%	3.3%	3,4%	3.4%



Population Age 0-17
(Source: 1990 Census)



Mid-Heights Workforce Classification
(Source: 1990 Census)



Types of Mid-Heights Employment
(Source: 1990 Census)

Families, Children, and Youth

nership perceptions that the population might have a higher than average level of education and that household income overall could be higher than the City average. In 1990, over 87% of Mid-Heights residents over age 24 had a high school diploma. This was higher than the almost 84% of high school graduates in Albuquerque. Another 27% had a college degree or more. This is slightly lower than Albuquerque's 28+%.

In 1990, unemployment in the Mid-Heights was 6%. Nine and one-half percent (9.5%) of the population (8,429) was living below the poverty level. Although unemployed residents were scattered throughout the Mid-Heights, high percentages of people living in poverty were concentrated in a few areas. In 1990, most Mid-Heights residents earned middle incomes. Most employed residents (67%) worked for private for-profit businesses, primarily retail and service. Another 18% worked for local, state, and federal government. (Source: 1990 Census)

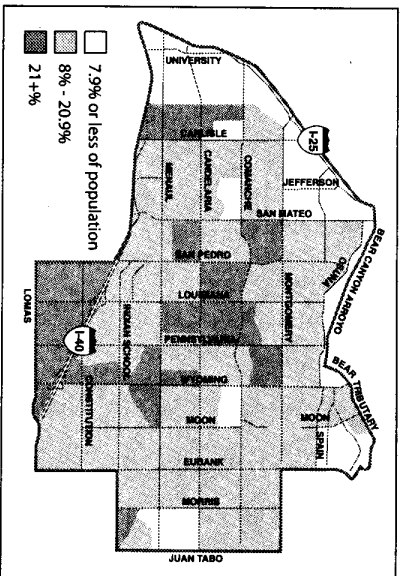
In 1990, children and youth under 17 years of age comprised 21% of the population: 5,556 were under 5 years old and 13,563 were age 5 - 17. These 19,119 people represented the largest concentration of children and youth in Albuquerque. Although children live everywhere in the Mid-Heights, the largest numbers of people 17 years of age and under were concentrated in the following locations in 1990:

- 2,453 in the southern portion of the Mid-Heights between Wyoming, Eubank, Lomas, and Candalaria;
- 1,064 between Eubank, Juan Tabo, Menaul, and Candalaria; and
- 3,778 between I-25, Wyoming, Montgomery, and Osuna.

Seniors

In 1990, people 65 years of age and over comprised 14% of the Mid-Heights population. These 12,628 individuals were the largest concentration of older people in Albuquerque. The largest concentration of older people in the Mid-Heights lived between Wyoming, Eubank, Indian School, and Candalaria where there are apartment complexes with meet-

Many of the areas with the most children also contained the highest concentrations of households with low incomes in the Mid-Heights. In 1990, 2,559 or almost 14% of the Mid-Heights's children and youth lived below the poverty level. They represented 22% of all Mid-Heights residents living below poverty level. Although this data is now eight years old and neighborhoods go through age cycles, the information is worth corroborating through other sources such as school enrollment numbers. (Source: 1990 Census)



Population 65+ Years

(Source: 1990 Census)

	Population	Dwelling Units	Jobs
1995	89,018	40,729	66,241
2000	87,519	40,852	72,614
2005	87,502	41,230	79,354

(Source: Urban Growth Projections modified by the Planning Department)

Population Projections

ing rooms, lounges, swimming pools, indoor trash and mail service. Houses are also located in this area. Residents aged 65 and older comprised 1,423 or 24% of the people living between these major streets, however, older people live throughout the Mid-Heights. A broad range of housing types, transportation choices, and services are needed to serve people as they age to enable them to stay in the same neighborhood or area of the City if they wish as their needs change.

Nine percent (9%) of the 8,429 Mid-Heights residents living below the poverty level were people 65 years and over.

People with Disabilities

In 1990, 1,683 Mid-Heights residents had mobility and self care problems. (Source: 1990 Census) As the elderly segment of the population grows, this number will increase.

At the inception of the community planning program, the Planning Department disaggregated 1995-2005 Urban Growth Projections done for large Planning Information Areas (PIAs) and reaggregated them according to Community Planning Areas. These draft projections show a decrease in Mid-Heights population by over 1,500. Dwellings are projected to increase by over 500 and jobs by over 13,000. These projections are based on patterns of development, the availability of vacant land in various zoning categories, subdivision approvals, proposed CIP Decade Plan projects, population age and household patterns, adopted land use policies, and some assumptions about rezoning. ☐

KEY FINDINGS:

- The Mid-Heights is the most populated part of Albuquerque. Its diversity is not as obvious as other parts of the City.
- In 1990, the Mid-Heights had more old people and children than anywhere else in Albuquerque.

- In 1990, the largest concentrations of people in the Mid-Heights who were unemployed, living in poverty, or had low incomes lived in the western portion of the Mid-Heights or near I-40.

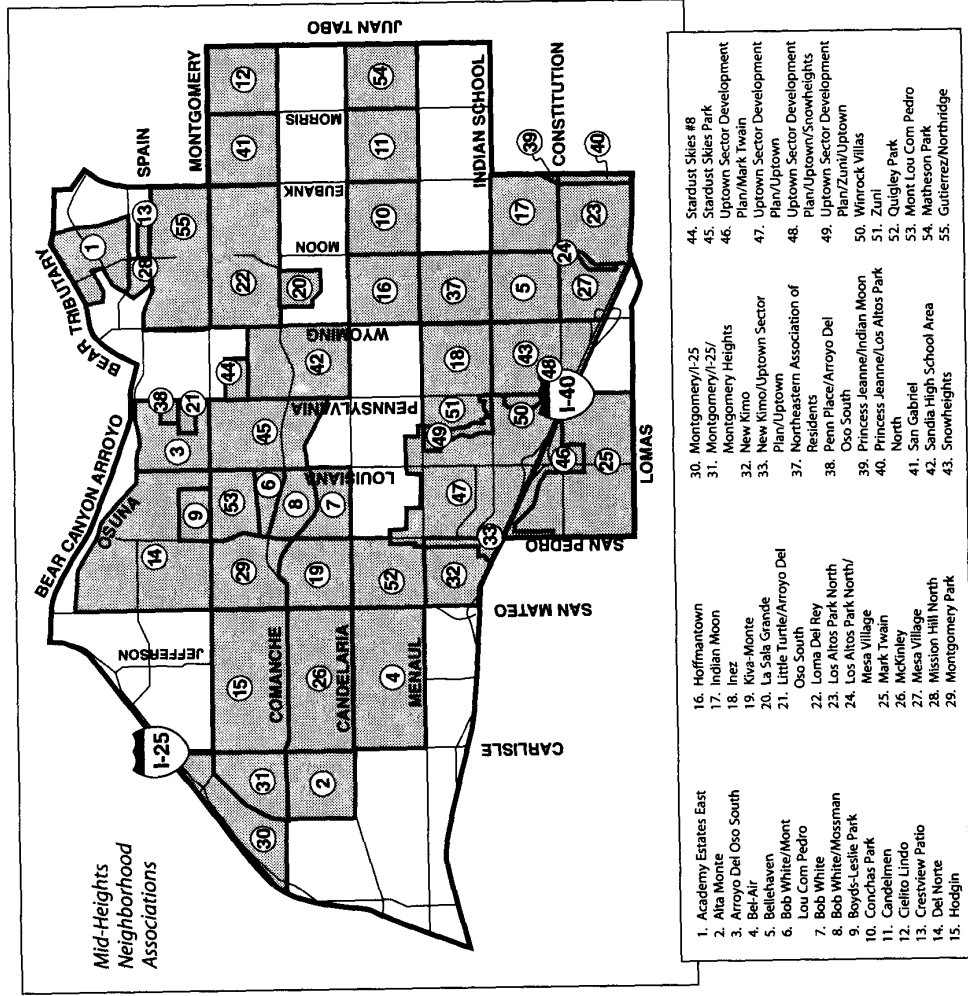
- The largest concentrations of senior citizens lived in areas that contain apartment complexes that may cater to their needs.

- In 1990, 1,683 people living in the Mid-Heights reported having mobility and self care problems. As the elderly population grows, this number will increase.

RECOMMENDED ACTIONS:

- The Partnership may wish to work with neighborhood associations and others to initiate a new annual festival in the Mid-Heights. This festival can be used to highlight the diversity of the community.
- The City should survey children, youth, senior citizens, and people with disabilities to better determine and address their needs.
- The Western Mid-Heights will be used as a pilot area to strategically plan projects, programs, and policies to address needs and revitalize the area.

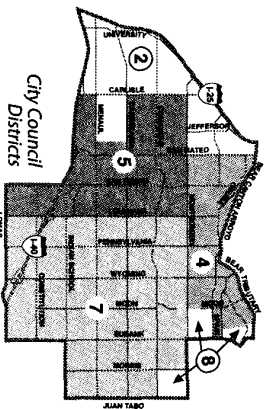
[Goal 7] Foster the expression and appreciation of Albuquerque's cultures.



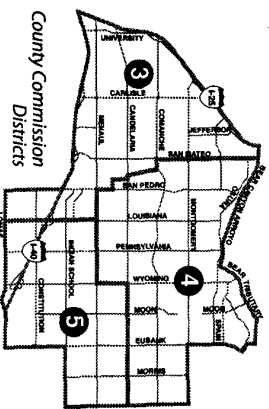
Mid-Heights Role in Albuquerque's Overall Identity

The Mid-Heights covers Albuquerque's east mesa. Shepherds brought their sheep to graze on grasslands here before it became a city within the City. The Mid-Heights is now a regional office and shopping center for New Mexico and surrounding states. The area's collection of stable established neighborhoods and good schools serve people who live there quite well. Mid-Heights parks, alternative schools, shops, commercial services, hotels, jobs, and entertainment serve people from everywhere in the City.

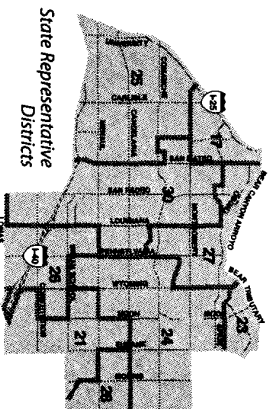
The Mid-Heights Partnership notes that existing Mid-Heights building blocks should be used to develop a sense of ownership and pride in neighborhoods, the Mid-Heights community, and the City. These building blocks are individuals, organizations, institutions, special places, special events, and current and past community successes.



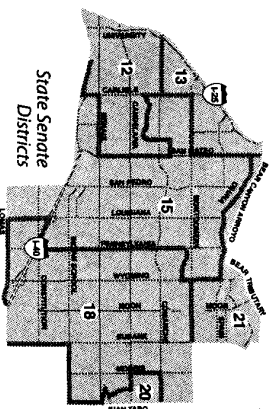
City Council Districts



County Commission Districts



State Representative Districts



State Senate Districts

Neighborhood Associations

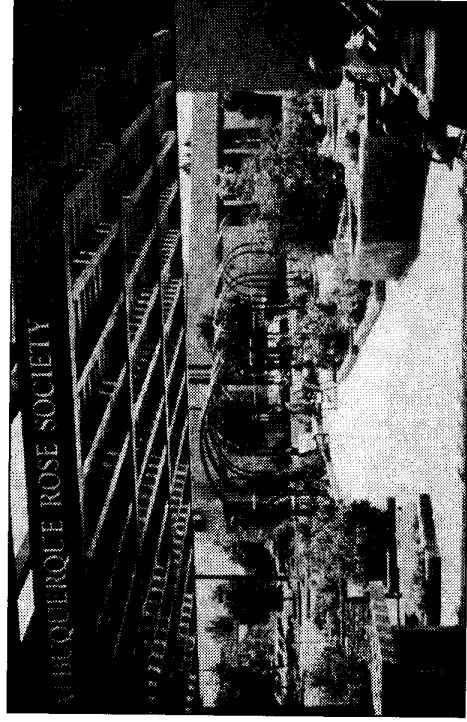
In 1995, there were eighteen neighborhood and homeowner associations in the Mid-Heights. Now there are over forty associations. Eleven formed since October 1996: Candelmen, Cielito Lindo, Conchas Park, Gutierrez/Northridge, Kiva-Monte, Matheson Park, Mesa Village, Montgomery Heights, Mont-Lou-Com-Pedro, Quigley, and Sandia High School Area. At least five have existed for at least ten years: Hoffmantown, Inez, La Sala Grande, Mark Twain, and Zuni. Both new and established associations have brought people together, effectively combated crime, and made Albuquerque a better place to live. (Source: *Office of Neighborhood Coordination – AGIS Map and Neighborfest '97*)

Several Mid-Heights associations and individuals were honored at the League of Neighborhoods Neighborfest 97. The breadth of awards demonstrates neighborhood accomplishments in working with businesses and individuals to make their parts of Albuquerque better places to be. Mid-Heights neighborhood associations have pioneered ideas such as a newsletter published by children. They have developed working relationships with businesses, the police, the local school principals, City Councilors and State Representatives and Senators. They have learned to tap local resources for equipment, knowledge, local meeting places, and cooperation. They honor their volunteers and celebrate each other.

Several associations have produced and distributed newsletters regularly. Just a few of them are Bel Air, Boyds-Leslie Park, Candelmen, Cielito Lindo, Hodgin, Inez, New Kimmo and North Eastern Association. The newsletters are all so informative and innovative that neighborhood associations would benefit from exchanging them.

Mid-Heights neighborhood associations' accomplishments over the last year are impressive: hosting a service fair, providing welcome packets to new neighbors, getting neighborhood kids involved, setting up policing and neighborhood watch programs, setting up web sites, using e-mail, phone trees, flyers, newsletters, and hotlines, keeping a historical scrapbook of neighborhood progress, doing massive neighborhood clean-ups, getting street lights installed, hosting garden tours, hosting social events, rallying to remove neighborhood dangers and blight, collecting for charity, sponsoring civic events like legislative forums, and sponsoring art shows. (Source: *Seventh Annual Neighborhood Recognition Banquet Booklet from Neighborfest 1997*)

The City Solid Waste Department also reports that because of neighborhood association surveillance, graffiti on concrete arroyos and other public properties is reported quickly. The graffiti crew works in this part of Albuquerque daily. Neighborhoods also remove graffiti themselves.



Albuquerque Rose Society Garden at the Wyoming Library

Other Individuals, Organizations and Institutions

- **Business Organizations** – Uptown Association (businesses in the Uptown area), University Area Merchants Association (primarily hotel managers in the University and Menaul Boulevard area and nearby);
- **Civic Organizations** – People listed civic organizations and places of worship as being important to their sense of community;
- **Elected Officials** – City Councillors: Districts 7, 5, 4, and 2; County Commissioners: Districts 3, 4, and 5; State Representatives: Districts 17, 21, 23, 24, 25, 26, 27, 28 and 30; State Senators: Districts 12, 13, 15, 18, 20 and 21.

Community Strengths

The Mid-Heights Partnership listed the following perceptions about community strengths. These

strengths, opportunities and resources can be the catalysts for continuing to build a wonderful community.

- **Government Services** – Good fire and police service; police substation stays open late;
- **Housing** – Diversity in density, type and variety of housing; well-maintained, convenient and secure Senior Public Housing (Embudo Towers);
- **People** – Diverse ages, stable population, higher than average level of education, household income may be higher than the City average, culturally diverse, the general population is very tolerant of racial and ethnic differences;
- **Land Use** – The Uptown Sector Plan allows mixed uses: housing, retail and office;
- **Education, Recreation, and Entertainment** – Good education, good schools, libraries,

many parks, many good places to shop, many opportunities for entertainment;

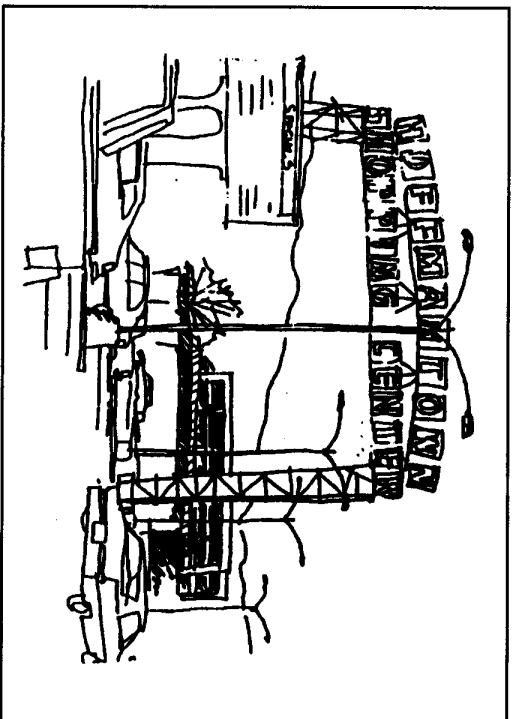
- **Transportation** – Good road system with easy car access to all parts of the City;
- **Flood Control** – Good flood control, well-maintained arroyos;
- **Appearance** – Some well-designed and landscaped medians. Some are xeriscaped. Aesthetically nice area that has aged gracefully. Some schools, like Hodgkin Elementary, have been beautified with help from the neighborhood;
- **Health** – Hospitals and medical centers;
- **Crime** – Many neighborhoods are organized against crime.

(Source: *Perceptions of Mid-Heights Partnership*)

Favorite Places

People attending Community Identity meetings in 1994 and Mid-Heights Partnership meetings in 1996-97 listed some of their favorite Mid-Heights places. Recognizing, conserving, enhancing and spreading the positive elements found in these places will improve the entire Mid-Heights. The lists do not include every school and park in the Mid-Heights. This lists only reflect favorite places of people who attended the meetings.

- **Arroyos/Recreational Trails** – Bear Canyon Arroyo and Trail, Paseo del Nordeste Trail, Paseo de Las Montanas Trail



Hoffmantown Shopping Center Sign

- **Entertainment** – Uptown area (malls, theaters, restaurants)
- **Libraries** – Erna Fergusson Library, Juan Tabo Library, Wyoming Regional Library and Rose Garden
- **Parks** – Arroyo del Oso Golf Course and Park, Bel-Air Park, Comanche Park, Conchas Park, Cutler Park, Hoffman Park, Inez Park, Jerry Cline Park, Kiwa Park, Matheson Park, Mitchell School Park, Montgomery Park, Osuna School Park, Snow Park, Snow Heights Park, Stardust Skies Park, Taylor Park, Tom Bolack Urban Forest, John Villeda Park, Vista Verde Park, Xeriscape Demonstration Garden
- **Schools** – Del Norte High School, Hodgkin Elementary, Inez Elementary School, Madison Middle School, McKinley Middle School, Sandia High School, Sombra del Monte Elementary

- **Senior Centers** – Bear Canyon Senior Center (just east of the Mid-Heights), Palo Duro Senior Center
- **Shopping** – Coronado Center, Rowland Nursery, Winrock Center (as a place and as an icon seen from I-40)
- **Worship** – Queen of Heaven Church

Landmarks

People identified two major landmarks in the Mid-Heights. They are both associated with commercial activity. One is Winrock Shopping Center (particularly its roof and sign) and the other is the Hoffmantown Shopping Center sign. Both of these structures rise above surrounding neighborhoods.

The Hoffmantown Shopping Center sign is

historically significant. The shopping center was built in 1951, but was redesigned. The sign was erected in 1958. The paint has changed, but the structure has remained unchanged. In 1998, the City will be submitting an application to the Landmarks Commission to recognize the sign as a City Historic Landmark. (Source: Ed Boles, City Historic Preservation Planner)

The Mid-Heights Partnership and people who attended early Community Identity Planning meetings listed both landscapes and buildings as favorite places. Some may be landmarks, too. One is the Wyoming Regional Library, Rose Garden and cast aluminum sculpture by Wes and Alice Thompson. Another is the City Xeriscape Garden at Osuna and Wyoming. There are few public art pieces in the Mid-Heights. Public art installations can be enjoyed at the following locations:

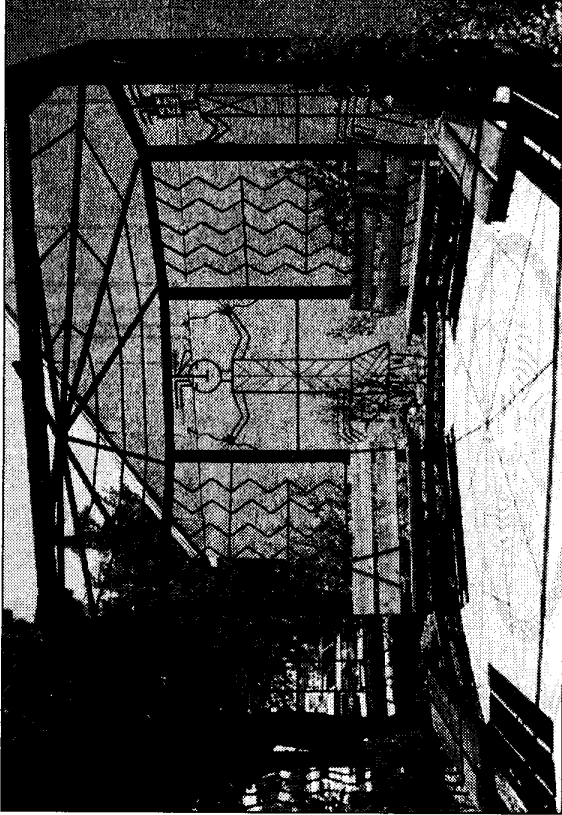
- **At Palo Duro Senior Center,**
5221 Palo Duro NE
Palo Duro Mosaic (*a ceramic tile mosaic 1995 by Robert Stout*); Decorative Wrought Iron (*a seating area 1995 by Jake Lovelto*); and Palo Duro Senior Center Environmental Design (*landscape architecture 1995 by William S. Perkins ASLA*)
- **At the NE Heights Police Sub-Station at Osuna and Wyoming**
Police Officers Memorial Granite Sculpture (*1991 by Bill Worthen*); and "To Serve and Protect" (*1984 by Storm Townsend*)

KEY FINDINGS:

- The Mid-Heights has the building blocks for continuing to develop a sense of ownership and pride: individuals, organizations, special places, special events, and current and past community successes.
- The positive places that people in the Mid-Heights have said they like are often hidden.
- Unkempt commercial and residential properties detract from the Mid-Heights.

RECOMMENDED ACTIONS:

- The Community Planning program will involve individuals and organizations in major efforts to capitalize and expand Mid-Heights strengths: implementing the Uptown Sector Plan; revitalizing parts of the community that are beginning to show physical and/or social deterioration; and reinventing arterial and collector streets to become community assets
- Short term projects that promote community identity can include clean-up and public relations campaigns.
- Through public and private investment, create more character and identifiable places at every opportunity. Start with the arterial and collector streets by adding art, historical information, landscaping, and street furniture. Consider flowers, street banners, and neighborhood identity signs to identify and reinforce community strength and identity. Encourage private property owners to add elements to their properties that increase street appeal. Add interesting elements to public trails and parks as they are rehabilitated.



Palo Duro Senior Center Seating Area

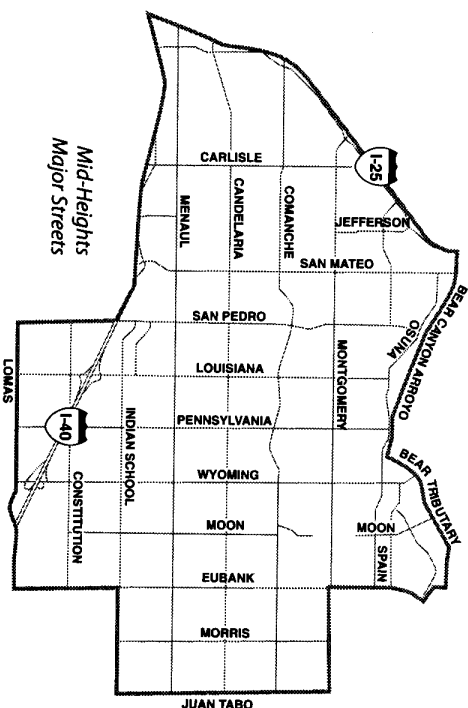
Visual Clues

A traveler driving along Mid-Heights arterial and collector streets would find very few visual hints of the positive elements and places people in the Mid-Heights say they like. As in other parts of Albuquerque, the treasures are well hidden. The primary public spaces are the major streets and they are big, brassy, unsettling, or boring. A Mid-Heights goal is to create more character and identifiable places at every opportunity. Visually and functionally improving the streets and adjacent properties will contribute greatly to strengthening community identity and pride. Art and historical information could be prominently sited along public sidewalks and in street medi-

ans and added to City parks and trails. It may also be time to more strongly encourage private property owners and developers to install art and other elements that add street appeal and interest at their expense. ☐

Community Profile

Transportation and Infrastructure



Street and Car Dominance

Major streets functionally and visually dominate the Mid-Heights. As a major crossroads for Albuquerque, this may be appropriate. The Mid-Heights has 2,553 acres of streets, comprising 23% of the Mid-Heights total land area. Major parking lots and parking structures take up another 442 acres. (*Source: 1996 AGIS*) This does not include the off-street parking required for all land uses. In the Mid-Heights, as in much of Albuquerque, gas stations, car repair shops and car accessory stores are everywhere.

The Mid-Heights contains portions of both

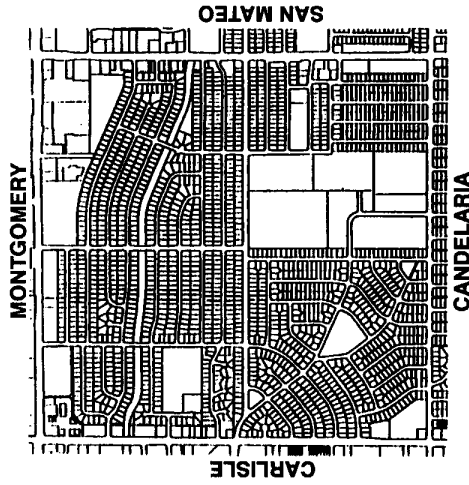
interstate highways: I-40 and I-25. Its grid patterned street system has nine principal arterial streets, nine minor arterial streets, and numerous collector streets in between. The principal arterial streets are Lomas Boulevard, Menaul Boulevard, Candelaria Road (I-25 – San Mateo), Montgomery Boulevard, San Mateo Boulevard, Louisiana Boulevard (Lomas – Menaul), Wyoming Boulevard, Eubank Boulevard, and Juan Tabo Boulevard. The minor arterial streets are Indian School Road (I-40 – Pennsylvania Street), Candelaria Road (San Mateo Boulevard – Juan Tabo), Comanche Road (I-25 – Carlisle Boulevard), Osuna Road (San Mateo – Wyoming), Spain Road

- [Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.
- [Goal 3] For infrastructure, equitably balance new construction, maintenance and repair.
- [Goal 4] Achieve sustainable development, and balance development and redevelopment, including infill development.
- [Goal 5] Increase environmental protection and resource conservation.
- [Goal 6] Adopt and pursue implementation of an economic revitalization strategy.

(Wyoming – Eubank), Carlisle Boulevard, Jefferson Road (Montgomery – I-25), San Pedro Drive (Montgomery – Osuna) and Louisiana Boulevard (Menaul – Osuna). (*See the Long Range Major Street Plan Map in the appendix.*)

Street Issues

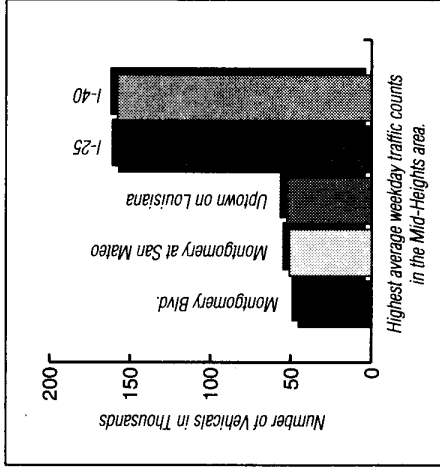
Although Mid-Heights streets form a convenient transportation grid, their widths, traffic flows, noise, and design create barriers for bicyclists, transit users, and people walking. People living in houses adjacent to major streets say that noise from traffic impacts their lives. Evidence of this



can be seen on Candelaria Road and other streets where residents are using their front yards for parking only.

The major streets separate neighborhoods from one another. They do not function as public spaces, because people generally experience them from their cars and no personal interaction can take place along them. Consequently, they sometimes become places where crime and physical deterioration thrive. Nonresidential traffic from arterial streets often flows onto residential streets as trucks and cars avoid congestion.

When the Mid-Heights Partnership analyzed Mid-Heights strengths, opportunities, weaknesses and threats, major streets surfaced in all four categories. The street grid pattern was characterized as a strength for vehicular travel and a potential opportunity for bicycling, transit use, walking, and creating a positive identity for the Mid-Heights. Observations about street ugliness,



1995 Traffic Flows

noise, inconvenience and danger for pedestrians, bicyclists, and transit users outnumbered comments about street effectiveness in carrying vehicular traffic. Perhaps Albuquerque drivers expect free-flowing traffic as a right. The 1996 public opinion survey conducted by Albuquerque's Urban Design Program also called attention to the need to improve the visual quality of the interstate highways, arterial streets and the properties adjacent to them.

Air Pollution

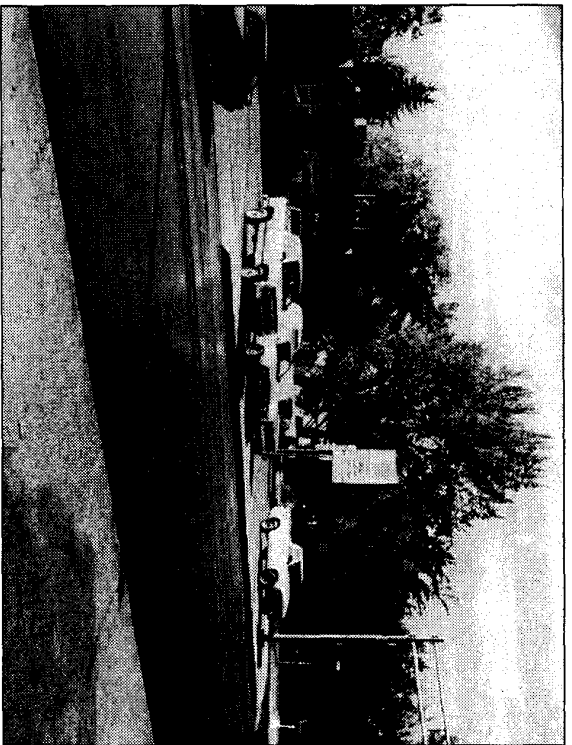
Mid-Heights streets carry the largest number of cars, trucks, and buses in Albuquerque. These high traffic volumes bring air pollution problems. (See *Environmental Protection*.) The highest average weekday traffic counts in the Mid-Heights were 52,200 vehicles in Uptown on Louisiana Boulevard just south of Indian School

Road and 50,700 vehicles on Montgomery Boulevard at San Mateo Boulevard. The Uptown area is one of the six areas that attract the most trips in the metropolitan area. Average weekday traffic counts between 30,000 and 45,000 vehicles are common on other parts of Montgomery, Menaul, Juan Tabo, Eubank, Wyoming, San Mateo and Lomas Boulevards. I-40 carried 104,400 to 158,700 vehicles between Eubank and I-25. I-25 carried 157,500 to 120,800 between I-40 and Osuna. (Source: 1995 *Traffic Flows for the Greater Albuquerque Area*)

Traffic Congestion

In 1995, The Albuquerque Congestion Management System Baseline Conditions Performance Report was prepared by the Middle Rio Grande Council of Governments and adopted by the Urban Transportation Planning Policy Board. The report provides information concerning the extent and distribution of traffic congestion in Albuquerque's transportation network of highways, and major and minor arterial streets. In the Mid-Heights there was severe congestion (delay: greater than 14 seconds per mile) on the following streets:

- Interstate Highway I-25
- San Mateo Boulevard
(between I-25 and Montgomery)
- Wyoming Boulevard
(between I-40 and Menaul)



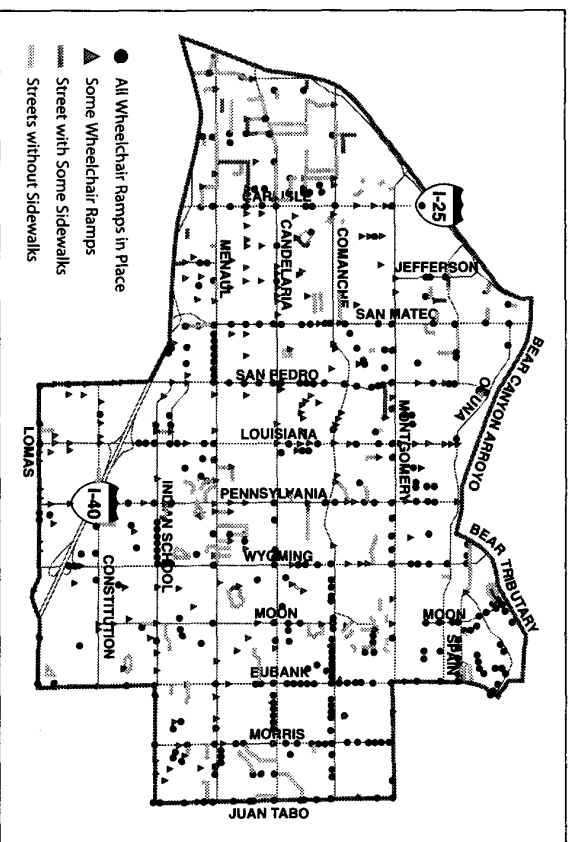
Sidewalk at Candalaria

- Montgomery Boulevard
(between I-25 and San Mateo)

Congestion was beginning (delay: 1-7 seconds per mile) on the following Mid-Heights streets:

- San Mateo Boulevard
- Wyoming Boulevard
- Eubank Boulevard
- Portions of I-40
- Menaul Boulevard
- Candalaria Road
- Montgomery Boulevard

With increased development in the I-25 corridor, I-40 corridor and North Albuquerque, no doubt congestion has worsened in several areas.



Existing Wheelchair Ramps and Missing Sidewalks in the Mid-Heights Area (Source: AGIS 1997)

Neighborhoods complain of worsened conditions on San Mateo Boulevard near I-40 and all along Montgomery Boulevard. A major City commitment is needed to make bicycle, transit, and pedestrian systems complete, safe, attractive and efficient to maintain air quality, reduce traffic, and sustain the Mid-Heights into the future as a viable place to live, work, and play.

Places for Pedestrians

Residential streets within the 1/2-mile grid of the arterial street system contain very few cul-de-sacs. (Source: *Albuquerque Community Identity Program Final Report*, 1995) This could support pedestrian movement within neighborhoods if most sidewalks were not located next to the curb, rising and falling at every driveway, and if vehicle

cut through traffic did not impact neighborhood streets. The Neighborhood Transportation Management Program (NTMP) addresses some of these issues and should address them better as the NTMP process improves.

The major streets that surround the neighborhoods are pedestrian barriers. Sidewalks are narrow (4- to 6-foot wide), filled with utility poles and other obstacles, lack wheelchair ramps at intersections, and resemble roller coasters where they are located next to the curb and change level at each driveway. Several arterial streets carry a considerable amount of water during rainstorms. Because most sidewalks are directly adjacent to the curb, splashing from cars adds to pedestrian inconvenience and discomfort. Lack of shade, seating, and well-directed lighting at night also discourage walking.



Backyard walls facing Candelaria Rd.

Compounding all these problems is that sidewalks on major streets are often located between parking lots and traffic lanes. Pedestrians must cross large parking lots to reach shops, offices, and apartment buildings. Once pedestrians have negotiated the sidewalk system they are confronted with wide streets to cross, vehicles making right turns on red lights, traffic signals that are not timed to allow people of varying abilities to cross safely, and often, no street center refuge. It is intimidating and difficult to cross wide streets safely to comfortably reach schools, parks, libraries, trails and neighborhood shopping areas.

Streets and Housing

Where individual houses now abut major streets, three different patterns exist: residential back yards abut the street, local frontage roads parallel the street, or front yards directly abut the public right-of-way. Multi-family housing is often located behind landscaping and parking lots. (Source: *Albuquerque Community Identity Program Final Report, 1995*)

Improving the fit between streets and housing will be important to future conservation and where necessary, redevelopment of the Mid-Heights. Arterial and collector streets have redundant commercial services that could be clustered more conveniently to serve surrounding neighborhoods. Introducing some well designed, transit-oriented multi-family housing

on arterial and collector streets could increase the efficiency of transit and help to accommodate a part of Albuquerque's growth without negatively impacting existing neighborhoods with traffic. New City policy direction, and inventive site and street design will be required to introduce housing on major streets in places that may be vacated by existing commercial uses.

Transit

The Mid-Heights arterial street grid pattern is an excellent framework for providing transit service, however, several necessary supporting elements are deficient. The Mid-Heights Partnership noted that bus stops are uncomfortable, waits are too long, and service is unavailable in the evening.

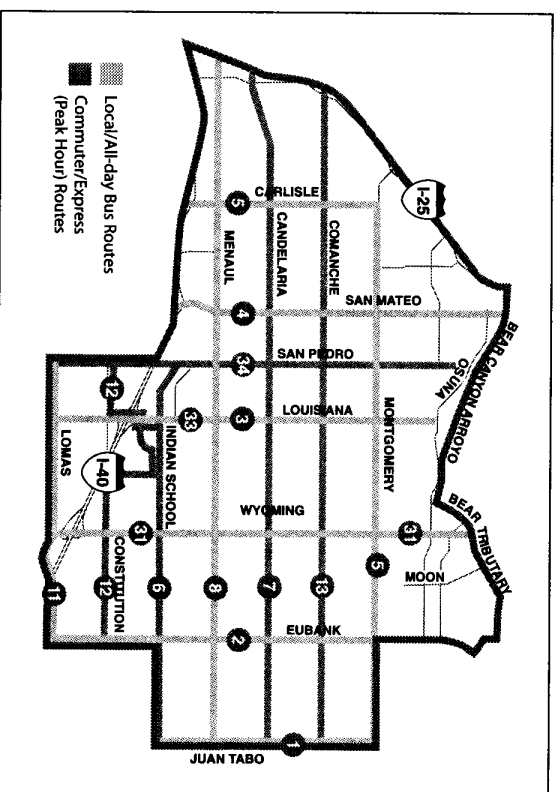
Although many bus routes serve the Mid-Heights, none offer evening or holiday service. Sunday service is limited to one Downtown-Uptown route. Several routes only run at peak hours. Bus benches are often right at the curb of busy streets without shelter. In short, transit attracts only a small loyal ridership. In 1990, only 2.1% of Mid-Heights residents commuted to work using mass transit; over 80% traveled alone. (Source: *1990 Census*) Better transportation alternatives are needed to entice people to place traveling alone by car.

The Regional Transit Authority (RTA) is being proposed by the City as a funding solution to improve service and facilities. The final draft of the Short Term Improvement Plan for a Regional

Transit Authority Service Plan was prepared in October 1997. Although the Plan is not yet adopted, it is worth mentioning. With increased hours and frequency of service its other recommended improvements would dramatically increase options for travel to and through the Mid-Heights. The Plan proposes an improved Uptown activity center shuttle route, additions to local service on Osuna Road, Spain Road, I-25, Jefferson Road, and Washington, Pennsylvania, Moon, and Morris Streets. The Plan also proposes additions to express/commuter service on Montgomery, Menaul and Lomas Boulevards and on I-25 and I-40. The Uptown transit center, one of three major Albuquerque Transit and transfer centers, is partially funded and being planned. Park and ride facilities are proposed on Montgomery Boulevard at I-25 and at Tramway Boulevard. A new concept, neighborhood bus centers, are proposed on Montgomery at San Mateo, Eubank and Tramway Boulevards.

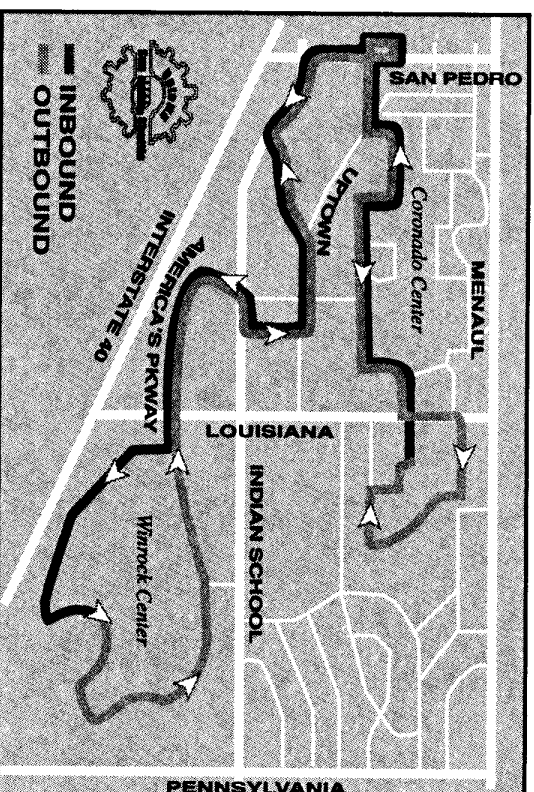
Traffic Mitigation and Transportation Management

Decreasing the number of vehicle trips to and within Uptown will help to improve air quality in the Mid-Heights and will assist the City in maintaining compliance with the National Ambient Air Quality Standards. The Uptown Sector Plan proposes the formation of a Transportation Management Association (TMA) to address traffic congestion, parking, and air pollution problems. One was formed in 1996.

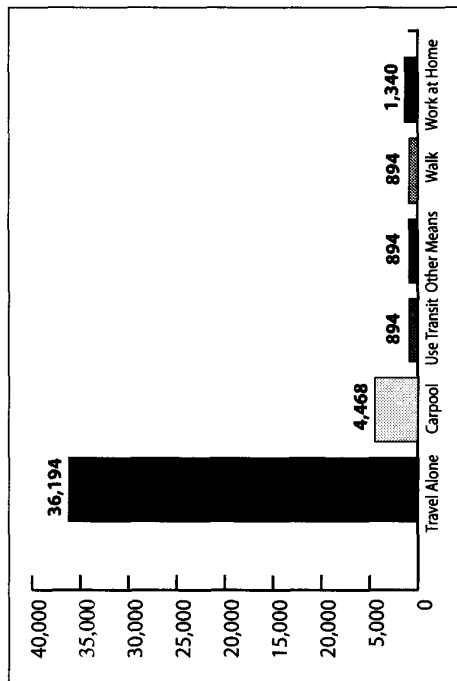


Mid-Heights Bus Routes

(Source: City of Albuquerque Bus Schedule, Nov., 1997)



Uptown Lunch Shuttle (discontinued March, 1998)



Mid-Heights Residents Commuting to Work (Source: 1990 Census)

EIGHT LOCAL, ALL-DAY BUS ROUTES	Running approx. 6 a.m. to 7 p.m., every 20 min., Mon. - Fri., less often on Sat. 3 East/West Rts.: #11 Lomas (1,781), #8 Menaul (1,203), #5 Montgomery-Carlisle (2,058) 5 North/South Rts.: #4 San Mateo (1,936), #3 Louisiana (1,101), #31 Wyoming (684), #2 Eubank (437), #1 Juan Tabo-Four Hills (655)
FIVE PEAK-HOUR ROUTES	Running approx. 6 a.m. to 9 a.m., and 3:30 p.m. to 6 p.m., Mon. - Fri. (*peak hour only) 4 East/West Rts.: #12 Constitution (1,22*), #6 Indian School (225*), #7 Candelaria (262*), #13 Comanche (182*), 1 North/South Rt.: #34 San Pedro (227*)
ONE SUNDAY ROUTE	Serves a portion of the Mid-Heights #33 Combination of Route 66 (Central Ave.) and Route 3 (Louisiana Blvd.)
LUNCHTIME SHUTTLE	Serves Intra-Uptown Trips
WINROCK-CORONADO SHOPPING SHUTTLE	Operates during the December holiday shopping season

1997 average number of weekday SunTran bus riders on fixed routes indicated in parentheses (Source: SunTran, Dec., 1997)

The first major TMA project was to create a Lunch Time Sun Shuttle. Using City Transit Department vehicles, City operating funds, and a grant from the International Council for Local Environmental Initiatives for marketing and promotion, the Sun Shuttle began operating in November 1996. Ridership averaged 35 passengers a day during its first year. The shuttle stopped in March 1998 due to City budget constraints.

The TMA will be working with local employers to provide incentives to use alternative transportation such as bicycles, buses, and ride sharing. TMA members are exploring options to finance a permanent staff so that alternative transportation becomes a viable and permanent option in the Uptown area. (Source: *Sun Trip Bulletin, Autumn 1997*) The Uptown Sector Plan and the Regional Transit Authority (RTA) Service

Plan also note that providing compact mixed land uses in Uptown and along Transit corridors is necessary for supporting alternative modes of transportation.

The Uptown Sector Plan also requires that new large developments include traffic mitigation strategies when development plans are considered by the Environmental Planning Commission. For example, a recently proposed development included bus bays, bus shelters, seating in lobbies, bus passes, bicycle racks, bicycle lockers, employee lockers and showers, car pool parking, a car pool matching service, ride sharing incentives, van service for hotel guests, staggered work hours, on-site services like ATMs, and a contribution to assist the development of an Uptown Transportation Management Association. Each property owner or tenant within the

project will be required to participate in the Transportation Management Organization.

Although Uptown registers a high level of car-bon monoxide on City monitors, other areas of Albuquerque will have similar problems as offices and/or retail stores concentrate in them. Transportation demand management will need to become extended regionally to prevent employers from relocating to other areas in the City, County and region to avoid air quality compliance.

Bicycle Lanes and Routes and Recreational Trails

City trails are becoming more and more popular. As each new trail in the network becomes available, the number of users increases. Three major trails now serve recreational bicyclists, walkers,

AVERAGE NUMBER OF TRAIL USERS PER WEEKDAY ON THE PASEO DEL NORDESTE TRAIL	MONTGOMERY PARK	6:45 - 9:00 a.m.	51 bicyclists, 54 walkers, 7 runners
		5:00 - 8:00 p.m.	142 bicyclists, 56 older walkers, 14 runners
	UNIVERSITY OF N.M.	6:45 - 9:30 a.m.	119 bicyclists, 35 walkers, 24 runners
			An additional 118 runners, 86 walkers and 6 bicyclists were counted on an unpaved road across the arroyo during the same time period.
		3:45 - 8:00 p.m.	199 bicyclists, 48 walkers, 41 runners
			On the unpaved road, 270 runners, 119 walkers and 19 bicyclists were counted.

Paseo del Nordeste Trail Users, 1991

(Source: Trails and Bikeways Facilities Plan, 1993)

	A.M. PEAK	P.M. PEAK
• Tramway Boulevard/ Paseo de las Montanas Trail	50	106
• Louisiana Boulevard/ Constitution Road	23	24
• Osuna Boulevard/ Wyoming Boulevard	20	19
• Comanche Road/ Paseo del Nordeste Trail	62	70

Peak hour bicyclists using Mid-Heights trails and on-street bicycle routes, Sept. 1997

rollerbladers, and others in the Mid-Heights. The trails also serve commuter bicyclists. Designated on-street bicycle facilities serve hardly commuter bicyclists. A network of on and off-street bicycle facilities is proposed in the Trails and Bikeways Facility Plan and its regularly updated map. The Mid-Heights Partnership listed the existing trails as a community asset, but also noted their need to be beautified, improved, and connected to a larger recreational trail network. The trails have great potential to serve as a catalyst for bringing beauty, identity, convenience, and fun to the Mid-Heights. (See the entire 1997 *Bikeways Master Plan* map in the appendix.)

The Paseo del Nordeste Trail runs along the North Diversion Channel and the Hahn Arroyo to link UNM, an industrial area, several neighborhoods, Comanche Park, Hodgkin Elementary

School, Erna Fergusson Library, Palo Duro Senior Center, Montgomery Park, and Sandia High School. This trail connects to the North Channel Trail and others that will eventually link the Mid-Heights to proposed trails in the North Valley, the existing Paseo del Bosque along the Rio Grande, the Paseo del Norte which crosses the river and other trails proposed for the west side.

The Paseo del Nordeste trail has had consistent use since it was built in 1980. It now needs basic rehabilitation as well as more amenities. The City is evaluating and preparing cost estimates for reseeding, benches, and major street crossings.

Bicycle counts were taken at the Paseo del Nordeste Trail in 1991. Bicyclists were counted again on a few Mid-Heights trail and on-street

bicycle route locations in September 1997 during the a.m. commuter peak (6:30-8:30 p.m.) And the p.m. commuter peak (4:00-6:30 p.m.) (See above chart.)

The Paseo de las Montanas Trail runs along the Embudo Arroyo to link Uptown, Bellehaven Elementary School, Snow Heights Park and planned community center, Eubank Elementary, and Collet Park in the Mid-Heights. This trail continues east to the City's Tramway Trail and will eventually connect with the Forest Service Embudo Trail head and a whole network of Open Space trails in the Foothills. Both this trail and the Paseo del Nordeste trail will connect to the proposed I-40 Bicycle Trail.

The eleven mile long Bear Canyon Arroyo Corridor Trail runs east/west along the Bear

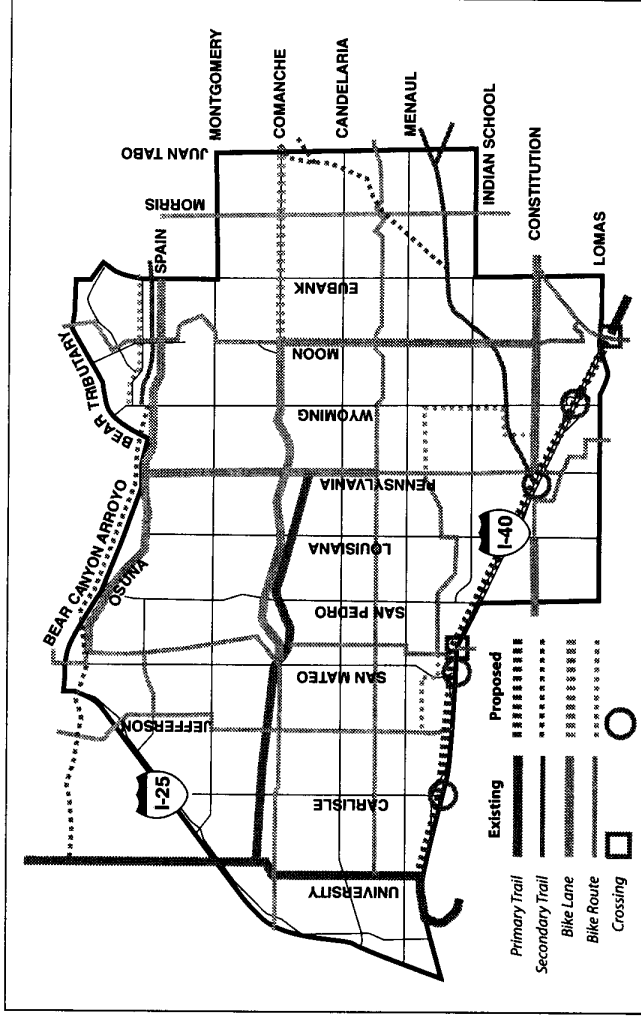
Canyon Arroyo and Bear Tributary along the northern edge of the Mid-Heights. When the entire trail is completed, it will run from the North Channel Trail on the west to the Forest Service Embudito Trail head on the east. Several portions of the trail have been completed and others are being designed since the Bear Canyon Arroyo Corridor Plan was adopted in 1991.

Only portions of five Mid-Heights streets now have designated bike lanes: Osuna Road, Comanche Road, Constitution Avenue, Pennsylvania Avenue and Wyoming Boulevard. A bike/pedestrian crossing is located over I-40 at Palomas Street and another is planned at Jerry Cline Park between San Pedro Drive and Pennsylvania Avenue. Bike routes exist on residential streets, but crossings that have no traffic signals at major streets are difficult and dangerous.

Drainage, Water and Sewer

Some east/west streets are designed to carry large volumes of water during storms. Candelaria Boulevard is one example. Other streets receive water run-off from residential areas. One example of this is Wyoming Boulevard, just north of Constitution Avenue. As noted before, the run-off causes inconvenience and danger to pedestrians.

Sewer and water lines are aging. Drainage, water, and sewer line improvements will be considered as streets are redesigned for reconstruction. The Parsons Study endorsed by the City Council notes that decaying infrastructure deserves continued funding support.



Trails and On-Street Bike Facilities
(Source: MRGCOG / PWD / Routes and Lanes added by AGIS, 1997)

Solid Waste

Residential trash collection is automated throughout the Mid-Heights. Because of the many businesses and apartment buildings, trash is collected regularly and in high volumes.

Approved 1997 Government Obligation Bond Program

(See CIP Projects Map in the appendix.)

Fire

- \$70,000 Fire Station 13 Renovation

Parks and General Services

- \$100,000 Trail Renovation – Paseo del Nordeste (North Diversion Channel to Pennsylvania Street)
- \$250,000 Median Landscaping and Renovation – Comanche Project
- \$90,000 Median Landscaping and Renovation – San Pedro (Osuna to Montgomery – Project Phase I)
- \$35,000 Median Landscaping and Renovation – Lomas/Eubank Median Landscaping Project

Public Works

- Hydrology: \$350,000 Storm Drainage (Bear Canyon Arroyo, Wyoming to Arroyo del So)

Transportation:

- \$2,000,000 Uptown Transportation; \$250,000 Trails & Bikeways – Comanche \$250,000 Uptown Transit Center

Neighborhood CIP Projects (Neighborhood Set Aside)

- \$60,000 Beautification of Wyoming Boulevard Median Strip

Other Mid-Heights Transportation and Infrastructure Projects are proposed for 1999, 2001, 2003, and 2005 in the Capital Implementation Program Decade Plan 1997 – 2006. ☐

KEY FINDINGS:

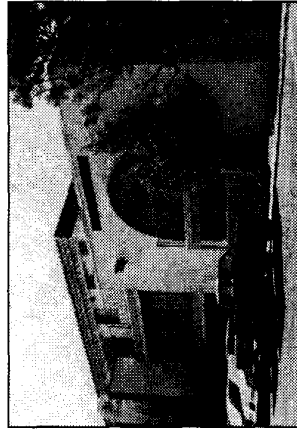
- Major streets dominate the Mid-Heights functionally and visually. The streets are congested, separate neighborhoods, and frustrate the independence of non-drivers. Although they now bring air pollution, noise, traffic danger, and crime to the Mid-Heights, they have the potential over time to be redeveloped to become community assets.
- As major streets become congested, nonresidential traffic cuts through neighborhoods more frequently.
- Because inconvenient public transportation cannot compete for riders who now drive, street congestion and air pollution will worsen.
- The existing trail system has the potential to augment the street system and to become a linear park system.
- The Uptown Sector Plan Traffic Mitigation recommendations and the Uptown Transportation Management Association have tremendous potential to improve congestion and air quality in Uptown and if used citywide, in Albuquerque.
- It is difficult, unpleasant, and dangerous for pedestrians to cross parking lots to access businesses and apartment buildings.

RECOMMENDED ACTIONS:

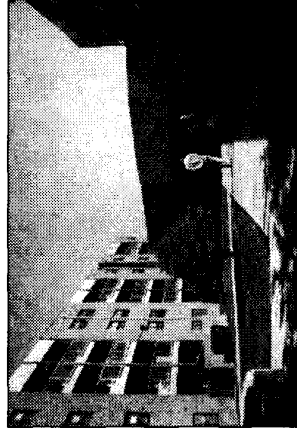
- The City will develop prototype designs for arterial and collector streets to improve appearance and function for pedestrians (including people with disabilities), bicyclists, and transit users. The prototypes will incorporate elements that increase community identity.
- The City should investigate and initiate simple measures to help pedestrians and transit users: lengthening pedestrian street crossing times, delaying car movements, striping cross walks, etc. as well as improving public transportation to, from, and within the Mid-Heights.
- The Community Planning program will be investigating ways to encourage re-use of under-used properties on some arterial and collector streets.

Prototype compact mixed-use developments that improve the pedestrian environment and encourage transit use will follow. The program should work with the Transit Department and others to investigate ways to promote using mass transit, bicycling, and walking.

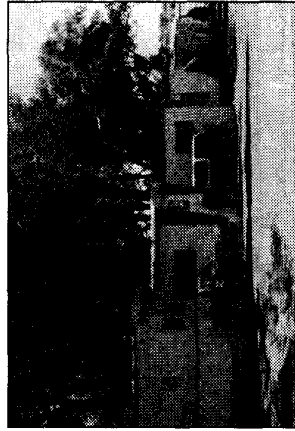
- Neighborhoods should continue to work with the Public Works Department to ameliorate the effects of cut-through traffic in neighborhoods.
- The City should explore the possibility of improving routes and headways in the Mid-Heights and instituting fixed route transit that conveniently connects Uptown, the Big I area, Nob Hill, Downtown and Old Town.
- Sun Van expansion and improvements may need to be considered to better serve people with disabilities.
- As the City designs and develops trails, connections to schools should be attempted. As trails are rehabilitated or newly designed, elements should be added to make them more attractive. Because landscaping, art, and other elements add costs, the City should work with the private sector to initiate this program.
- The Transit Department and Uptown Transportation Management Association should continue to develop and test transportation management techniques in Uptown for eventual application throughout Albuquerque. These should include bicycle lockers, showers, and other facilities that help people choose transportation that does not pollute or congest City streets.
- The City will work with private property owners to improve Uptown pedestrian and bicycle connections to destination within and outside Uptown. This work should serve as a positive example for the Mid-Heights.
- The City's Urban Design Program should help to develop site design regulations and guidelines that will improve pedestrian connections to the public right-of-way from adjacent properties.



An Apartment Building in the Mid-Heights



Public Housing for Seniors



Mobile Homes located in the Mid-Heights



A Single-Family Home

- [Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.
- [Goal 4] Achieve sustainable development, and balance development and redevelopment, including infill development.
- [Goal 5] Increase environmental protection and resource conservation.
- [Goal 6] Adopt and pursue implementation of an economic revitalization strategy.

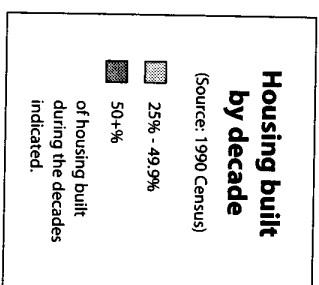
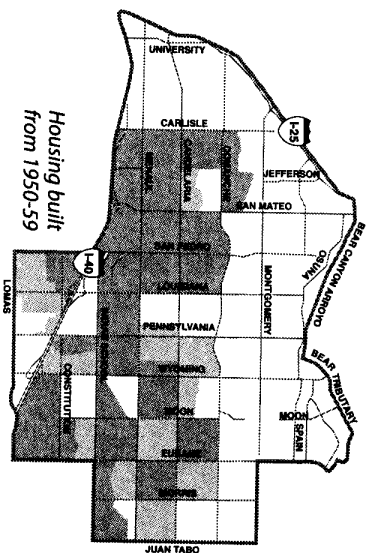
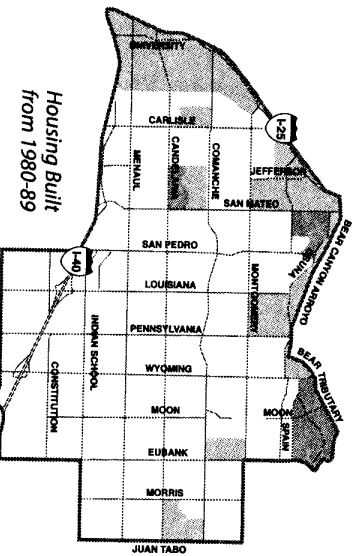
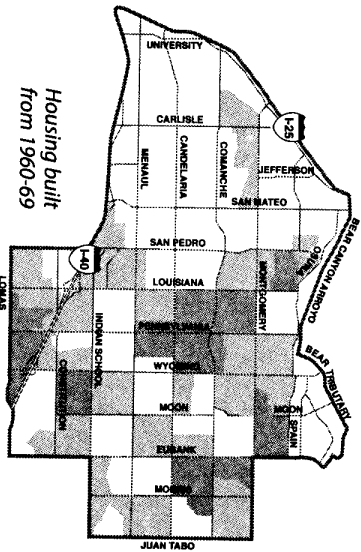
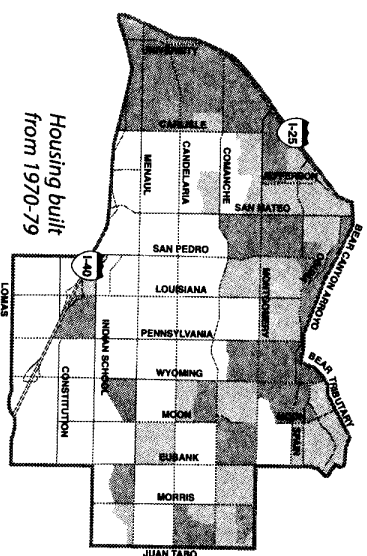
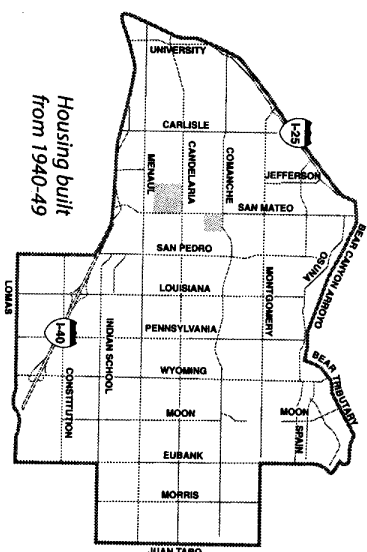
Partnership Perceptions

The Mid-Heights Partnership listed the following Mid-Heights housing attributes as being positive:

- Diversity in type, density, and variety of housing;
- Senior Public Housing (Embudo Towers) is well maintained and offers many services to older people and people with disabilities.

They felt the following trends to be serious problems:

- High density apartments are not well distributed: they are concentrated along Montgomery and a few other places.



- Single-family houses are becoming rental properties with absentee landlords who cannot be contacted easily.

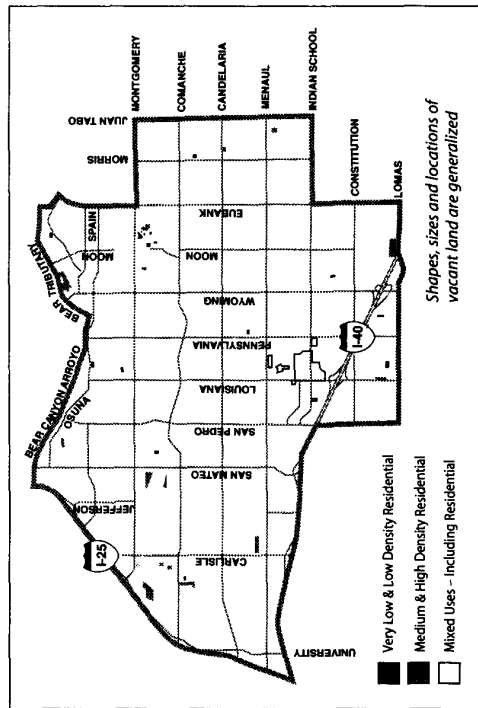
(Source: *MidHeights Strengths, Weaknesses, Opportunities and Threats Analysis (SWOT)*)

Housing Choices

According to people who responded to the 1990 Census, most Mid-Heights housing developed in clusters by decade.

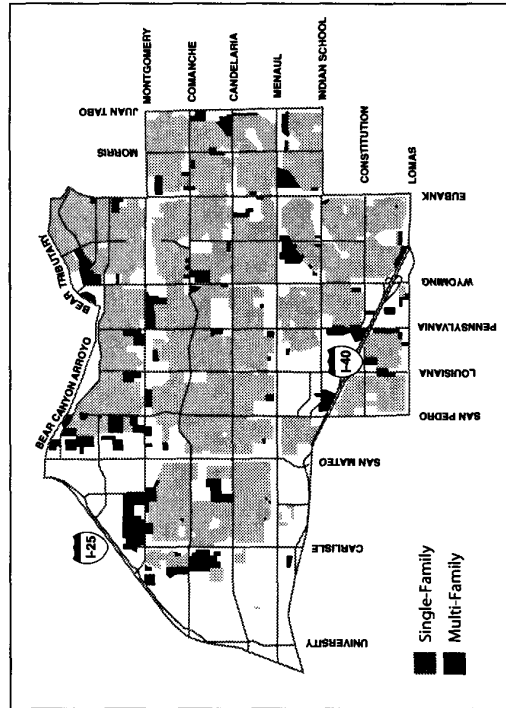
In 1990, 52% of the housing was owner occupied, 42% was renter occupied and 6% was vacant. Most renters and most multi-family housing were located in the western part of the Mid-Heights, just north of I-40 in the central portion of the Mid-Heights, and surrounding Montgomery Boulevard. (Sources: *1990 Census and AGIS*)

People tend to characterize rental properties in Albuquerque as temporary housing for people who wish to own property or



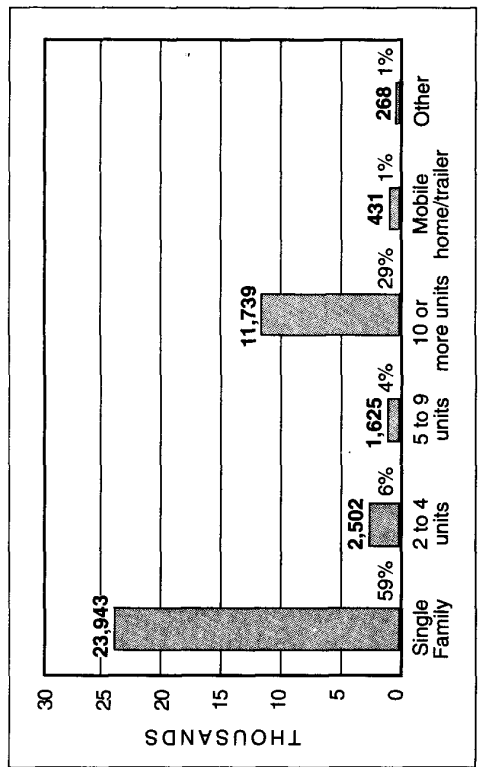
Vacant Land: Generalized Residential Zoning

(Source: AGIS, July 1997)



Generalized Residential Land Use

(Source: AGIS, July 1997)

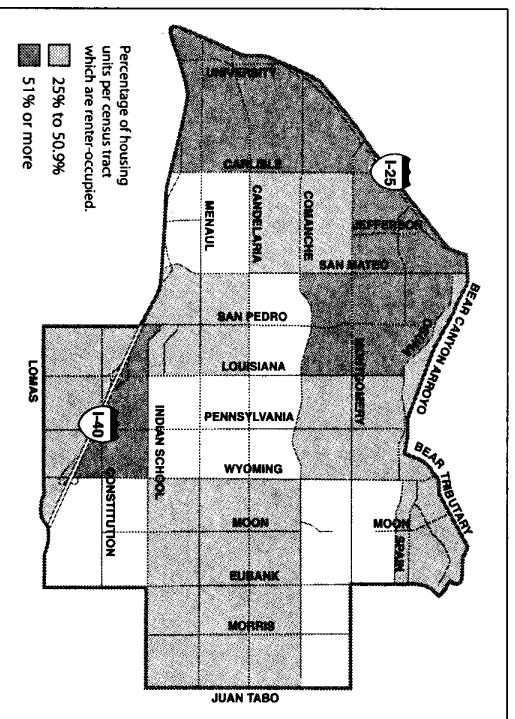


Types of Housing

(Source: 1990 Census)

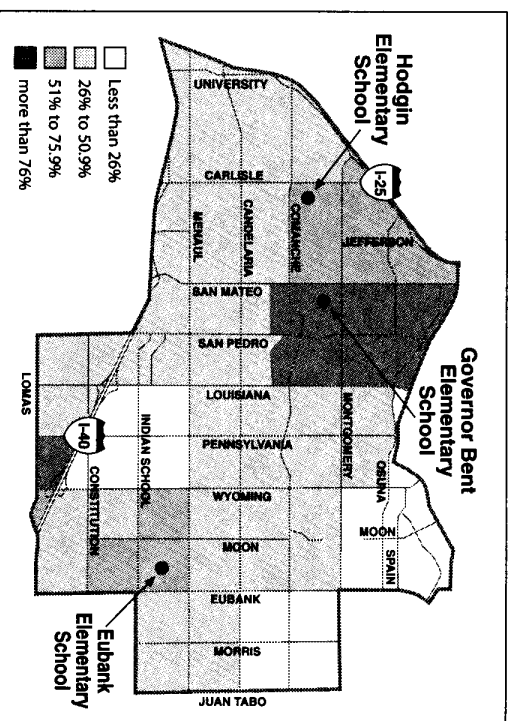
move on. This assertion needs to be tested for accuracy. Rental properties that do disrupt neighborhoods are houses owned by absentee owners who do not maintain their properties or rent to people who engage in illicit activities. Some neighborhoods report that in the last few years some absentee owners have purchased several houses.

There were approximately 40,729 housing units in the Mid-Heights in 1995. A total of 40,852 units were projected by the year 2000 and 41,230 for 2005 despite a projected population decline. This may reflect an assumption that there will be more multi-family buildings to better serve individuals, couples without children, and unrelated people sharing a dwelling if the population shifts to young adults and people age 65 and over in this part of Albuquerque. (Source: *Urban Growth*



Housing-Rentership

(Source: 1990 Census)



APS Elementary School Mobility Rate

(Source: APS/AGIS)

Projections Modified by the Planning Department

In 1990, almost 24,000 houses represented 59% of the housing choices in the Mid-Heights. Over 4,100 dwellings were in buildings containing 2-9 units and over 11,700 were in larger buildings. Over 400 mobile homes were located in the Mid-Heights and over 250 units were in group homes or other housing. (Source: 1990 Census)

Larger parcels of vacant land with zoning for multi-family housing development are found near I-25, near I-40 and within the Uptown core.

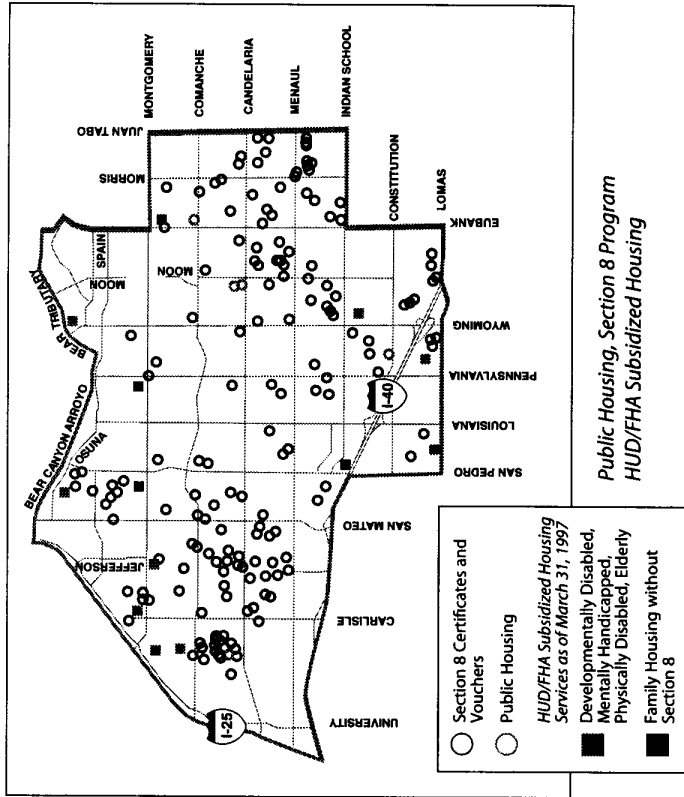
Housing Costs

In December 1997 the average closing price for homes in the Mid-Heights varied by subarea. The Board of Realtors reports these averages by three

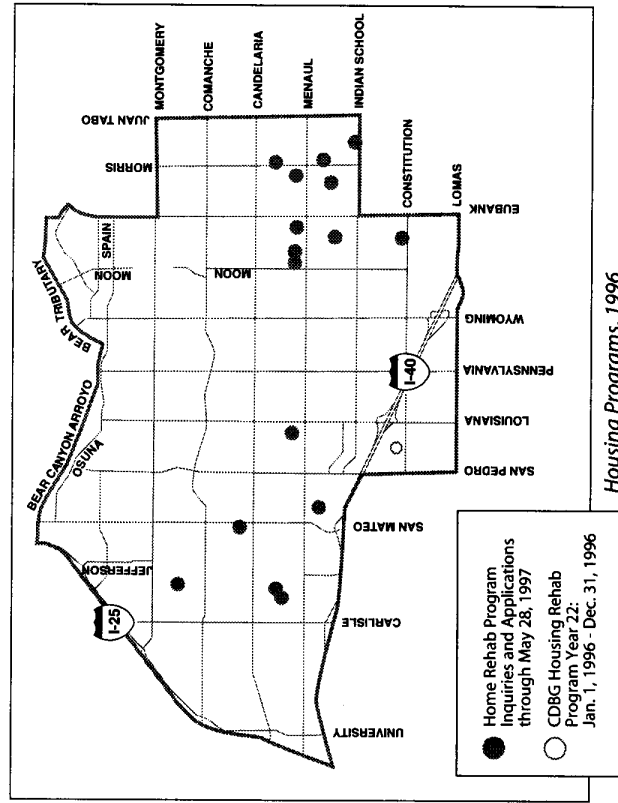
areas that extend beyond the Mid-Heights boundaries: \$184,222 in the Far N.E. Heights (between I-25, Montgomery Boulevard, the Sandias, and Sandia Heights), \$124,158 in the Near Heights (between I-25, Central Avenue, Louisiana Boulevard, and Montgomery Boulevard), and \$120,476 in the N. E. Heights (between Louisiana Boulevard, Central Avenue, the Sandias, and Montgomery Boulevard).

The median selling price for homes in the Albuquerque Metropolitan area, including Rio Rancho was \$125,000. The Apartment Association of New Mexico publishes a quarterly report about apartment costs and occupancy by postal zip code. Zip codes 87110, 87111, and 87112 cover most of the Mid-Heights. The December 1997 apartment rental rates were as follows:

ZIP CODE	87110	87111	87112
• studio	\$312-384 (avg. \$324)	\$410-455 (avg. \$437)	\$265-\$430 (avg. \$420)
• 1 bedroom	\$318-\$595 (avg. \$483)	\$420-859 (avg. \$544)	\$350-\$570 (avg. \$514)
• 2 bedroom/1 bath	\$425-584 (avg. \$514)	\$498-850 (avg. \$609)	\$450-\$689 (avg. \$580)
• 2 bedroom/2 bath	\$610-715 (avg. \$662)	\$578-1040 (avg. \$718)	\$575-\$755 (avg. \$676)
• 3 bedroom	\$690	\$699-1349 (avg. \$892)	\$640-\$950 (avg. \$661)



Public Housing, Section 8 Program
HUD/FHA Subsidized Housing



Housing Programs, 1996

Community Stability

If a base of people who are committed to an area, stay to welcome newcomers, and set the norm for acceptable behavior, some housing turnover can refresh an area because it often introduces families with children into aging neighborhoods. Both school mobility rates and census information about length of residency show where the most transient residents tend to locate and where neighborhood stability is an issue.

In 1990, almost half the Mid-Heights households had lived in their homes over 5 years, including over 17% that had lived in one place

for over 20 years. Other households were newer: 26% of households had lived in their present home for less than one year and another 26% had lived in their homes from one to five years. (Source: 1990 Census)

Elementary students moved the most in four Mid-Heights areas. Over 76% of Governor Bent Elementary School students moved in or out of the school area during the school year. Between 51 and 76% of the students attending Hodgkin Elementary and Eubank Elementary schools moved in or out of those school areas during the school year. In the Hodgkin and Governor Bent Elementary School areas there is a high percent-

age of rental housing. In the Eubank Elementary School area the rental rate is not as high. (Source: APS 1995-96)

Housing Conditions

Most Mid-Heights housing looks well kept. Some people have applied for assistance through the City's housing rehabilitation program and many others have renovated their homes using other sources of financing. Some multi-family housing is deteriorating.

Public Housing/Section 8/ HUD/FHA Subsidized Housing

Public housing and subsidized housing for families, elderly people and people with disabilities is scattered throughout the Mid-Heights.

Housing in Urban Centers

The Uptown Sector Plan has three zoning categories that allow a variety of multi-family housing to be built. The Plan envisions an urban center that blends multi-family housing, regional shopping, offices, hotels, and entertainment. Incentives are needed to encourage developers to build housing in Uptown. ☐

KEY FINDINGS:

- Housing types are diverse, but not well distributed.
- Fifty eight percent (58%) of the housing in 1990 was over 20 years old. Most neighborhoods are maturing gracefully.
- The average home sales prices for most areas within the Mid-Heights was slightly below the December 1997 median price of \$125,000 for the Albuquerque Metropolitan area. In December 1997, apartment rental costs ranged from averages of \$324 - \$437 for efficiency apartments to averages of \$661 - \$892 for three bedroom apartments.
- There is some correlation between rental housing, student mobility rates, and community stability.
- Uptown needs more housing to become an effective and integrated urban center.

RECOMMENDED ACTIONS:

- The Community Planning Program will inventory the Mid-Heights locations of existing multi-family housing and will determine the locations where zoning designations now allow more multi-family housing development. Working with the Urban Design Program and others, strategies will be investigated to design and locate only additional housing that will contribute to and stabilize neighborhoods. The first places to be investigated for additional housing and other supporting land uses should be under-used commercial properties on transit routes.
- People in the Mid-Heights will be asked to inventory the assets of comfortably maturing neighborhoods. These elements may be applied to neighborhoods in trouble.
- A variety of housing types for older people should be developed. Ensure that the fabric of established single family neighbor hoods is respected and enhanced by any additional housing. Some possibilities are one story accessible townhouses, patio homes with small yards, and apartment buildings with amenities and services.
- The Community Planning Program will determine the range of housing costs affordable to different income groups. This information will be used to determine the types of housing needed in the Mid-Heights.
- The City and apartment managers could conduct a survey to determine the reasons renters move or stay.
- To implement the Uptown Plan, incentives should be developed to create housing in Uptown's core. The City should work with existing and new developers to find ways to incorporate housing.

[Goal 1]	Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.
[Goal 3]	For infrastructure, equitably balance new construction, maintenance and repair.
[Goal 4]	Achieve sustainable development, and balance development and redevelopment, including infill development.
[Goal 5]	Increase environmental protection and resource conservation.

Mid-Heights Assets and Deficiencies

The Mid-Heights Community Partnership listed the following community assets: libraries, many parks, trails, an educated population, good schools, and many opportunities for entertainment. Additionally, Palo Duro Senior Center and nearby Bear Canyon Senior Center offer many activities for seniors including lunches, crafts, dancing, classes and meeting spaces for community organizations. Free and low cost youth activities include before and after-school programs and activities offered at middle schools. Many soccer teams, YAFL (Young American Football League) and other recreation is also available, but cost money. Very few facilities offer activities that mix seniors, youth and children. (*See margins for a list of City-sponsored cultural and recreational outreach programs available in the Mid-Heights.*) Although Mid-Heights residents and others have provided some input

about Mid-Heights parks and trails at various community meetings, the City and community have not yet reviewed and discussed the parks and trail system in detail.

The Mid-Heights Partnership suggests the following ideas to improve what they have:

- Improve multiple modes of transportation to the existing senior center and parks (improving Sun Van may be one of several options);
- Locate new community centers and senior centers where they can serve people with low incomes and limited transportation;
- Improve the two major trails with landscaping, seating and other amenities and connect them to the citywide trail network;

- Encourage inter-generational activities at existing facilities;
- Survey children, youths, and seniors regarding their needs and wants;
- Use the schools regularly for community purposes and public programs. Encourage cooperation through joint use agreements;
- Compile an inventory of both private and publicly offered recreation and distribute it broadly.

After students at Madison Middle School were surveyed about their recreational preferences as part of the City of Albuquerque Youth Recreation Needs Assessment, the following recommendations were made:

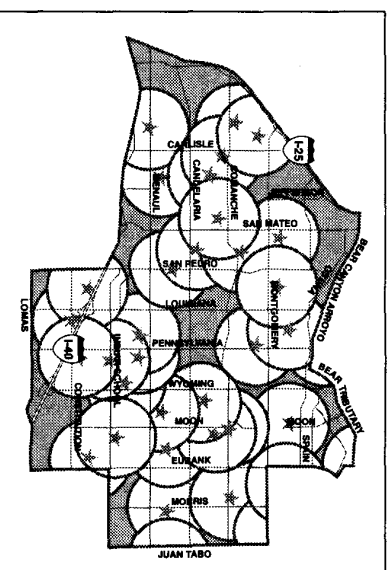
- The City should add a water play feature at Sandia Pool;
- Schools should encourage youth to participate in the Middle School Collaborative Tennis Program;
- Schools should encourage youth to participate in an environmental education program sponsored by the City's Open Space Division;
- The Cultural and Recreational Services Department should create a stronger partnership between the middle school and City's cultural facilities and programs through field trips, information sharing, and outreach programs by working through the Middle School Collaborative Program;
- The schools and City should encourage youth to participate in a bicycle safety education program;
- The City should consider the Middle School for additional recreation program funds;
- The City should expand the relationship between the Wyoming Regional Branch Library and the school library.



Grisham Park



Paseo del Nordeste Trail along the Hahn Arroyo



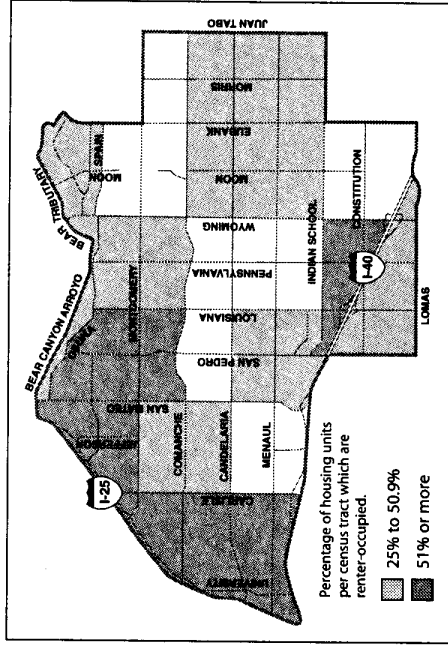
Parks with 1/2-mile radii

Parks

The Mid-Heights Community has several significant community parks such as Arroyo del Oso, Jerry Cline Park, and Montgomery Park, as well as a number of neighborhood parks ranging from less than one to nine acres. More tennis courts and jogging paths are found here than in any other community planning area of the City. Several larger neighborhood parks including

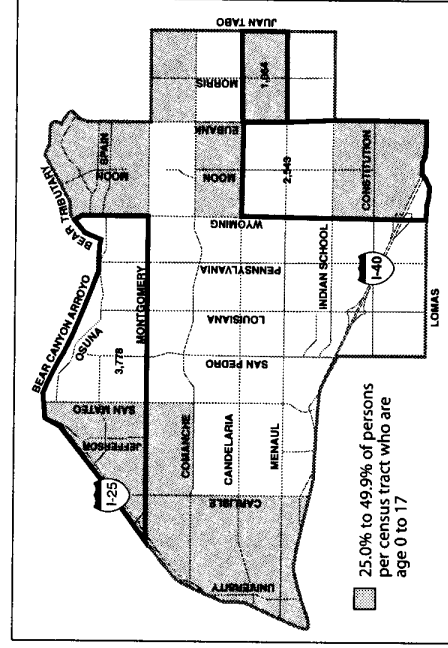
Conchas Park, Cutter Park, Hoffman Park, Matheson Park, Snow Park, and Taylor Park serve as community gathering places.

Six of the Mid-Heights parks are managed through Joint Use Agreements with Albuquerque Public schools. Los Altos Golf Course and Community Park is just south of the Mid-Heights. The Bear Canyon Arroyo which forms the northern boundary of the Mid-Heights, runs through



Housing-Rentership

(Source: 1990 Census)



Population Age 0 - 17

(Source: 1990 Census)

City Recreation Outreach Programs

- *Fabulous Friday Recreation for Mid-School Youth:* Grant and Cleveland Middle Schools
- *Tennis Lessons:* Aztec Park and Jerry Cline Park, National Junior Tennis League Program buses youth from McKinley School to Sister Cities Park
- *Bicycle Safety Rodeos:* Bel-Air, Bellehaven, Governor Bent, Hodgkin, Mark Twain, New Kimb, Sombra del Monte, Zuni Elementary Schools; Grant Middle School and others

Before- and After-School Programs

- *City of Albuquerque Playground Program Sites* (Free between 3-5 p.m., fee after 5 p.m.): Bel Air, Hodgkin, Matheson, and Mitchell Elementary Schools
- *Camp Fire Boys and Girls:* Bellehaven, Collet, Comanche, Governor Bent, Osuna, Sombra del Monte, and Queen of Heaven Elementary Schools
- *Middle School Initiative* (between \$25,000 and \$60,000 appropriated by the City per school depending on need) for recreation, tutoring, family intervention, and social services)
- *Elementary School Initiative* (between \$4,000 and \$7,000 appropriated by the City per school depending on need)

the center of Arroyo del Oso Golf Course and Community Park.

Parks

The Mid-Heights has 21 neighborhood parks, one (1) undeveloped neighborhood park site (Comanche North), 16 community parks, and one regional golf course (Arroyo del Oso). Eighty nine (89) acres are designated for neighborhood parks. Seven (7) acres are undeveloped. Individual park sizes range from less than one (1) acre to nine (9) acres. The following facilities are found in the 21 Mid-Heights neighborhood parks:

- 13 play areas
- 17 unlit tennis courts
- 1 shelter center (Snow Park)
- 10 game fields
- 3 jogging paths
- 8 basketball courts
- (3 full courts, 5 half courts)

One-hundred (100) acres are designated for community parks. Fifteen (15) acres are undeveloped. Individual park sizes range from less than one (1) acre to 32 acres. The following facilities are found in the 16 Mid-Heights community parks:

- 6 play areas
- 3 jogging paths
- 3 full basketball courts
- 11 game fields
- 24 tennis courts (3 with lighting, 3 without lighting)

Los Altos Golf Course and Community Park is just south of the Mid-Heights. The Mid-Heights northern boundary goes through Arroyo del Oso Golf Course and Community Park.

Most Mid-Heights neighborhoods are close to at least one park or school yard. Over the years the City has attempted to provide one neighborhood park within an approximately 1/2-mile radius of every residence. The map on the previ-

ous page shows current park coverage. Several neighborhoods complain that the closest neighborhood park is located across an arterial street. These parks are difficult to reach and do not adequately serve surrounding neighborhoods.

Trails

Two plans have been adopted to guide the development of trails and bicycle facilities in Albuquerque: The Trails and Bikeways Facility Plan and the Bikeways Master Plan. A More detailed plan, The Bear Canyon Arroyo Corridor Plan, guides trail development along the Bear Canyon and Bear Tributary on the Mid-Heights northern border.

Recreational trails paralleling arroyos in the Mid-Heights offer a refreshing break from the street grid pattern. The trails link neighborhoods with commercial centers, parks, libraries, and the Palo Duro Senior Center. These linkages are a model for other communities with a visible system of drainageways. Most trails are asphalt or dirt paths next to arroyos. The Mid-Heights Partnership and others have stated that if the trail corridors were improved with water conserving landscaping, seating, more exits and other amenities, they would become linear parks and catalysts for other neighborhood improvements. (See detailed information about trails in the Transportation and Infrastructure Section)

Next Steps in Park, Open Space, and Trails Planning

A Public Information Document describing existing park, open space and trail facilities by community planning areas is being developed. The document will also include general information about park, open space and trail development processes in the City of Albuquerque, general cost information, and typical funding sources. Upon completion of this document, a more detailed planning process will proceed in each community planning area. Meetings will be held with community partnerships and others to gather specific public input about existing park, open space, and trail facilities as well as to determine future needs within each area.

Current and Upcoming Projects

Projects that have recently been completed, are currently in progress, or recently funded include: Balduini Park – Lobo Little League, Comanche South Park – Thunderbird Little League, Cutler/San Mateo Park, Grant Middle School Joint Use, Hayes Middle School Joint Use, Inez Elementary School Joint Use, Jerry Cline Park Tennis court Resurfacing, McKinley Middle School Phases I, II, & III, Sandia Pool renovation, Snow Heights Shelter Center, Sombra del Monte Elementary Joint Use, Cutler Park Renovation, Inez Park Renovation, Aztec Park Renovation Phase I, Conchas Park Renovation Phase I, La Palomita Park Renovation, and Comanche North

City Recreational Facilities and Programs

- **Community Centers:** Snow Recreation
- **Golf Courses:** Arroyo del Oso, Los Altos (just outside Mid-Heights boundary)
- **Little Leagues:** Lobo, Thunderbird
- **Developed Neighborhood Parks:** Aztec, Conchas, Cutler, Grisham, Hoffman, Kiva, La Palomita, Loma del Rey, Luecking North and South, Novella, Osuna, Quigley, Snow, Taylor, Villuela, Vista Verde, Wade Circle, Zuni
- **Undeveloped Neighborhood Parks:** Comanche North
- **Developed Community Parks:** Arroyo del Oso (partially developed), Balduini, Cardwell, Collet Elementary School, Comanche South, Ed Leslie, Inez, Jerry Cline, Madison Middle School, Mitchell elementary School, Montgomery, Rachel Light, Snow Heights, Sombra del Monte Elementary, Stardust Skies, Urban Forest
- **Senior Centers:** Palo Duro
- **Softball Park:** Los Altos (just outside Mid-Heights boundary)
- **Soccer Game Fields:** Aztec, Conchas, Cutler, Hoffman, Inez, Jerry Cline, Montgomery, Osuna School, Quigley, Rachel Light, Stardust Skies, Villuela
- **Swimming Pools:** Montgomery Pool, Sandia Pool, Los Altos Pool (just outside Mid-Heights boundary)
- **Tennis Courts:** Jerry Cline Tennis Complex, Aztec, Hoffman, Montgomery, Stardust Skies, Villuela, Zuni, Arroyo del Oso (just outside Mid-Heights boundary)
- **Trails:** Bear Canyon, North Trail, I-40 Bridge, Paseo de las Montañas, Paseo del Nordeste

Park.

The following funding was approved for use in the 1997 Government Obligation Bond Capital Implementation Program by Albuquerque voters. (See CIP Projects map in the appendix.)

Cultural and Recreational Services

- \$400,000 Sandia Indoor Swimming Pool Renovation

Family and Community Services

- \$200,000 Community Center Renovation – Snow Shelter
- Joint Development of Community Centers with Albuquerque Public Schools - \$90,000 Freedom High School, \$90,000 Grant Middle School

Parks and General Services

- Park Renovation- \$90,000 Cutler Par \$230,000 Inez Park \$150,000 Aztec Park \$400,000 Conchas Park \$150,000 La Palomita Park

Joint Park Development with Albuquerque Public Schools and University of New Mexico-

- \$250,000 McKinley Middle School Center Park

Trail Renovation

- \$100,000 Paseo del Nordeste (North Diversion Channel to Pennsylvania St.)

The following State of New Mexico Grant projects were approved by the 1998 State Legislature.

- \$200,000 Arroyo del Oso Park
- \$450,000 Bel Air Park
- \$100,000 Comanche South Park
- \$100,000 Intergenerational Community Center (New Freedom High)
- \$90,000 Mid-Heights Community Center Acquisition (Morris and Candelaria)
- \$300,000 Grant Middle School Park and Center Addition
- \$75,000 McKinley Middle School Park and Comanche Fields (Thunderbird Little League)

Other Mid-Heights park land may be developed with funding from a Quarter Cent Tax:

- Comanche North Park and Cutler/San Mateo Park.

Meeting/Event Centers

A 3,000 square foot enclosed addition is being designed for the Snow Park Shelter next to Eubank Elementary School to create a small community center. Inter-generational or family

City Cultural Facilities and Programs

- *Albuquerque Museum* Magic Bus tour and hands-on arts and crafts workshop participants: Bellehaven, Bel-Air, Comanche, Collet, Hodgkin, Inez, Mark Twain, Matheson, Mitchell, Osuna, Zuni Elementary Schools
- *Arts in the Park 1997*: Hoffman Park, Montgomery Park Classical Concert, Inez Park
- *Explora Museum Outreach* (Pattern Kits): Cleveland and McKinley Middle Schools, Inez Elementary School
- *Libraries*: Erna Fergusson, Juan Tabo, Wyoming Regional, biweekly book van stop at Senior Public Housing (Embudo Towers)
- *Library "1,2,3 Literacy" Program*: New Futures School, Southwest Child Care, Heights Head Start, Sandia High School Pre-School, St. Paul's Methodist Church, Child Company, St. John's Pre-School
- *Museum Outreach*: McKinley and Grant Middle Schools, Freedom High School
- *South Broadway Cultural Center*: Bel Air, Collet Park, Governor Bent, Hodgkin, Inez, Matheson, Mitchell, Mark Twain Schools attended day time performances
- *South Broadway Cultural Center*: residency at Freedom High School
- *Zoo to You*: Our Montessori; Del Norte High School; Annunciation School; Bel Air, Collet, Comanche, Inez, Osuna, and Zuni Elementary Schools
- *Bio Van*: Collet, Comanche, Matheson, Mitchell, Sombra del Monte Elementary Schools

focus centers are being developed on school grounds. One center is in progress at McKinley Middle School and another is proposed for the New Futures High School campus.

People participating in discussions about Uptown since May 1997 have noted that a community center located in Uptown would benefit numerous people and would be an appropriate use for an urban center. A community center in Uptown should include recreation for adults and children as well as community meeting and events rooms. The Family and Community Services Department is conducting a study to determine criteria for siting future community centers.

The only City operated meeting/event space in the Mid-Heights is Palo Duro Senior Center. Although the Mid-Heights has numerous school buildings that could be used for community meetings, some principals invite more after-school use than others.

Other Entertainment, Recreation and Shopping

The Mid-Heights has numerous restaurants offering many types of cuisines in several price ranges, eight (8) movie theaters, a children's theater, an amusement park, a miniature golf course, four (4) bowling alleys, and five (5) pool parlors. It has two major shopping malls, two minor shopping malls, other shopping, and night clubs located along the major streets. (Source: *Albuquerque yellow Pages – Telephone Directory*)

Continuing Education

The Mid-Heights has 23 public schools and a number of private church affiliated schools. Public schools are organized by high school cluster. Most of the Mid-Heights middle and elementary schools are in the Del Norte and Sandia High School clusters. Matheson and Mitchell Elementary Schools are in the Eldorado High School cluster and Collet Park Elementary School is in the Manzano High School Cluster. Some children living in the Mid-Heights attend elementary schools outside the Mid-Heights boundaries.

The Mid-Heights also has private industrial, technical and trade schools, secretarial schools and other schools for gymnastics, floral arranging, language training, therapeutic massage, reading and travel. (Source: *Albuquerque Yellow Pages- Telephone Directory*) There are two (2) neighborhood branch libraries and one (1) regional library (Wyoming Library) that has outgrown its space and may revert to a neighborhood branch when a regional library is built elsewhere in the Mid-Heights. The new regional library may be located in Uptown.

The Arts

The Mid-Heights has about 25 art galleries. (Source: *Albuquerque Yellow Pages Telephone Directory*) The New Mexico Art League office is located just west of the Juan Tabo Library. A new Center for the Arts is managed by the

Albuquerque Arts Alliance, a non-profit organization on contract to implement the City's Cultural Arts Plan.

The Cultural Arts Plan goals include: providing arts education to area youth, encouraging lifelong participation in the arts, fostering an appreciation of all cultures, creating and funding an arts information and referral service, providing funding for arts and cultural organizations, and promoting arts and culture as economic development tools. (Sources: "Incubator Program Gives Arts Head Start", David Steinberg, *Albuquerque Journal, Sunday, August 31, 1997* and "Bearing Fruit: Arts Alliance Keeps City's Cultural Plan Growing, Pliable", Anthony Della Flora, *Albuquerque Journal, Sunday, November, 9, 1997*)

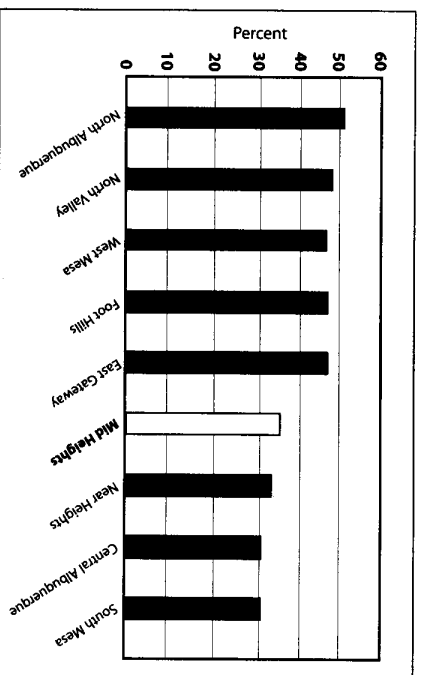
The Center for the Arts located on San Pedro Drive sponsors an art incubator program, has an art library and an artist registry and rents space to Chamber Music Albuquerque, Albuquerque United Artists, and the Golden Apple Foundation of New Mexico.

Patsy Cattlett, Albuquerque Arts Alliance Executive Director, describes the center as "a chamber of commerce for the arts", one that includes all arts disciplines. Arts organizations now in the Arts Incubator program are Calpulli Ehacatl, Flamenco del Encanto and De Colores Festival of the Arts (organizers of the Hispanic Culture Festival). The program gives the organizations free office space with a desk and computer. They share a fax machine, photocopier, telephones and meeting space. Mentors meet regularly with the groups to work on budgets and performance schedules. Workshops will train

members in accounting, bookkeeping, grant writing, fund raising and the Internet. Groups are limited to two years in the program. Future projects include establishing a permanent endowment for the arts and starting a youth arts council, by and for kids.

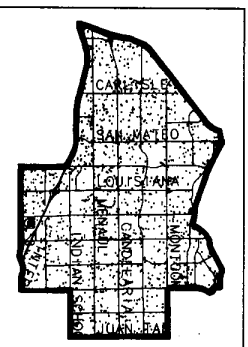
Although the Mid-Heights does not have a large space solely for performances, the local churches and synagogue host numerous public performances throughout the year. (Source: *Albuquerque Journal Yellow Pages Telephone Directory*) ☐

KEY FINDINGS:	RECOMMENDED ACTIONS:
<ul style="list-style-type: none"> • The Mid-Heights has many parks, but gaps exist in some neighborhoods. The closest neighborhood park is sometimes located across an arterial or collector street. • School grounds need improvements to serve the community as well as school children. • The recreational trails have tremendous potential, but would benefit from improvements. • There are not enough public community meeting places. Moreover, those that exist do not encourage inter-generational events. Uptown would benefit as an urban center from some type of community center. • Schools, which are located throughout the Mid-Heights, are sometimes used by the community. Some principals invite more after-school use than others. • Entertainment exists, but it is scattered. 	<ul style="list-style-type: none"> • After the City develops and publishes a document providing information about existing parks in the Mid-Heights, meetings will be held to gain citizen input for park planning purposes. The development of a park planning document will follow. • A range of possible improvements to recreational trails should be investigated using public and private funding sources. Recommendations can be discussed with citizen boards that address trail planning issues: the Greater Albuquerque Bicycle Advisory Committee (GABAC) and the Greater Albuquerque Recreational Trail Committee (GARTC). • The Family and Community Services Department is conducting an inventory of community meeting places. Siting criteria for new centers is being developed. As new centers are built, inter-generational programming should be stressed. • Neighborhoods and schools should consider working together to ensure that school buildings and grounds are used productively, safely and in a cost effective manner after school hours. Perhaps the joint powers agreement between the City and Albuquerque Public Schools should be re-examined and expanded. • The City should consider co-locating a public library, community center, and transit transfer center in Uptown. • The Community Planning Program should inventory locations and types of entertainment in the Mid-Heights before preparing a mixed-use development prototype.

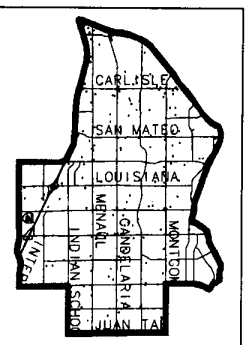


Residents who feel "very safe" in their neighborhoods
(Source: Albuquerque Progress Report – December, 1996)

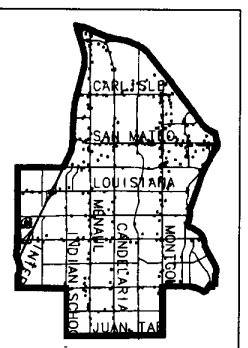
The number of reported crimes is not extraordinarily high in any particular portion of the Mid-Heights, nor is it especially pronounced in any particular neighborhood. The exception is "Driving While Intoxicated" reports which are concentrated along San Mateo and Montgomery Boulevards. There was a percentage increase of crimes against persons in some neighborhoods, but the actual numbers were still low. Domestic violence reports were relatively high in one neighborhood (131 in 1995 and 128 in 1996). (Source: Albuquerque Police Department Beat Statistics 1995-1996) Traffic, traffic related accidents, and near accidents are the chief complaint of new neighborhood associations in



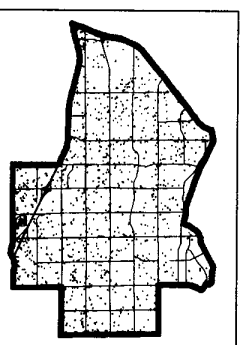
Burglaries, 1996



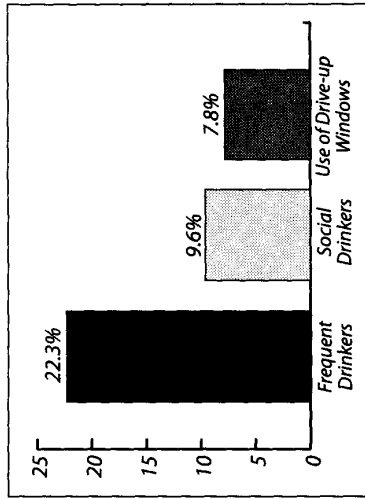
Narcotics Crimes, 1996



DWIs, 1996

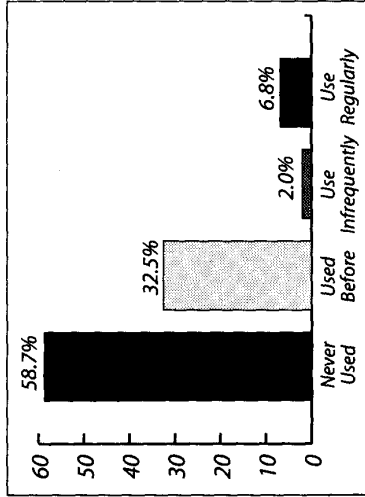


Motor Vehicle Thefts, 1996



Alcohol Use in Mid-Heights Area, 1996

(Source: Substance Use Among Albuquerque's Adult Population, 1996 Criminal Justice Statistical Analysis Center)



Illicit Substance Use in Mid-Heights Area, 1996

(Source: Substance Use Among Albuquerque's Adult Population, 1996 Criminal Justice Statistical Analysis Center)

the Mid-Heights. Vandalism and theft are also major issues. (Sources: *MontLou-ComPedro Neighborhood Association Survey – October 97*, *Candelmen Association – April 97*, *Mesa Village Neighborhood Association – November 96*, *McKinley Neighborhood Association – January 97*, *Cielito Lindo Neighborhood Association – January 97*, *Kiva Monte Association – 1996*)

Repeated crimes decrease people's sense of control over their lives, particularly if the crimes occur where they live. Despite the actual crime rates, fear, disgust, and anger about crime is often raised in neighborhood association meetings and neighborhood coalition meetings. The Hodgkin Neighborhood Association was a pilot area for testing community-based policing and many neighborhoods have formed neighborhood watch groups and crime prevention subcommittees.

People are alarmed by the number of crimes against property, but they are understandably shaken by crimes against people. Violence has been the topic of several community meetings. Individual neighborhoods have worked with the police and City Councillors to address criminal behavior impacting their neighborhoods. One example is the NEAR Neighborhood Association's success in documenting incidents to help have a liquor license revoked from a local bar with patrons who shot guns, accosted people and disturbed the peace. In a twist of fate, the building is now being sold to a church. □

KEY FINDINGS:

- Neighborhoods continue to suffer and complain about traffic intrusions in their neighborhoods. In many instances, congestion of nearby arterial and collector streets encourages cut-through traffic.
- The number of reported crimes is not extraordinarily high in any particular part of the Mid-Heights except for reports of driving-while-intoxicated in the San Mateo and Montgomery Boulevards area.
- A high incidence of domestic violence, however, is an issue in some neighborhoods.

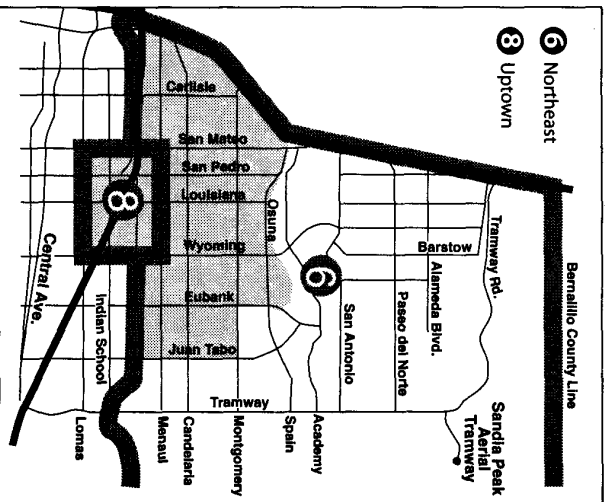
RECOMMENDED ACTIONS:

- Neighborhoods should continue to work with the Public Works Department and Albuquerque Police Department to correct neighborhood traffic issues. Investigate and use aesthetically pleasing traffic calming techniques in neighborhoods.
- Neighborhood associations can educate residents and businesses within their boundaries about the impacts of traffic congestion on air quality and share information that describes how to use ridepool, buses, bike paths, and walking routes to reduce individual car use.
- A pilot project that redesigns and integrates neighborhood sidewalks and trails should be considered and initiated.
- The Albuquerque Police Department may wish to consider stepping up enforcement of driving-while-intoxicated violations at San Mateo and Montgomery Boulevards.
- Education and outreach for preventing and responding to domestic violence should be targeted to neighborhoods with high rates.

Community Profile

Commercial Revitalization, Business, and Job Development

- [Goal 4] Achieve sustainable development, and balance development and redevelopment, including infill development.
- [Goal 6] Adopt and pursue implementation of an economic revitalization strategy.



CB Commercial Information Areas

The Mid-Heights is a regional employment and retail center. (See *Generalized Land Use Map in the appendix*.) Uptown has the largest concentration of retail stores in New Mexico and contributes large amounts of sales tax and property tax dollars to State and local government. In addition to Uptown, most major streets in the Mid-Heights are lined with retail shops, offices, and service related businesses such as gas stations, insurance companies, and repair shops. Continuous strips of commercial development generate vehicular traffic since it is often not possible to park once and accomplish a number of errands in one location.

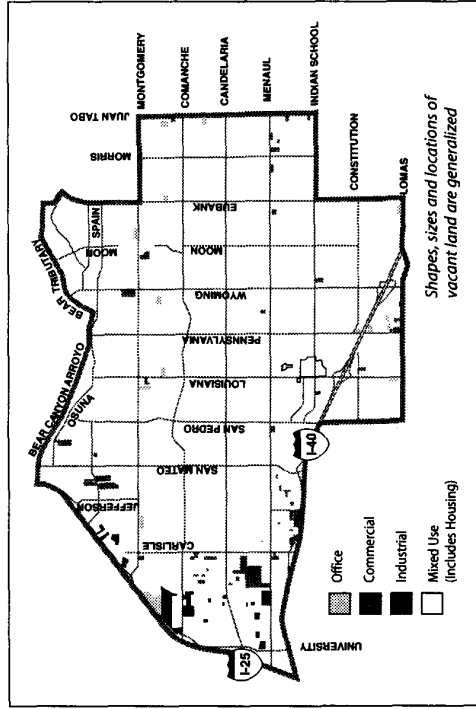
Many commercial and industrial businesses have located near the two interstate highways to serve potential interstate, regional, and local customers. Warehouses, industrial and heavy commercial businesses are concentrated near the two interstate highway edges, with most located next to I-25. Two full service hotels and one all-suites hotel are located in Uptown and several motels and hotels are located elsewhere in the Mid-Heights near I-40 and I-25. Large stores

were located near Eubank and I-40 in the 1980s and others were built in 1997 near San Mateo and I-40.

Some of the older highway related businesses seem out of place in the urbanizing areas that have grown around them. The truck stops near I-25 seem strangely out of place next to the large hotels near them. The unusual combinations of industrial, commercial and tourist related businesses will no doubt disappear naturally as dominant uses support the development of compatible businesses. Some areas, however, will require intervention to be transformed into cohesive urban places.

Although office, retail and industrial vacancy rates are low in the Mid-Heights, under used and vacant commercial spaces create a perception of blight in some areas.

When the Mid-Heights Partnership analyzed Mid-Heights strengths, opportunities, weaknesses and threats, people recognized that although the area has very good shopping, it suffers from too much traffic and air pollution. Mid-Heights strip malls were characterized as looking like "any-



Vacant Land: Generalized Commercial and Industrial Zoning
(Source: AGIS, July 1997)

where U.S.A." and the perception was that more commercial spaces are being built while existing spaces are vacant. The Partnership also noted that sometimes the wrong commercial uses are in the wrong places, like major liquor establishments next to neighborhoods. The fact that Uptown Sector Plan zoning allows a mixture of housing, retail and office was seen as positive.

Offices

CB Commercial, a commercial real estate and brokerage service, describes existing conditions and trends for Albuquerque's Northeast and Uptown. Albuquerque's Northeast (this includes

the Mid-Heights, North Albuquerque and the Foothills) and Uptown contain half of all the office space in Albuquerque. At the end of 1996, the Northeast had 2,023,133 square feet of office space with a 4.7% vacancy rate. Uptown had 1,985,242 square feet of office space and a 6.2% vacancy rate. At the same time, the national office vacancy rate was 14.4%. Out of 8,071,206 total square feet of office space in Bernalillo County and Rio Rancho, the vacancy rate was 9.1%.

Retail Space

The Northeast and Uptown contain 43% of all the retail space in Bernalillo County and Rio Rancho. Albuquerque's Northeast had a total of

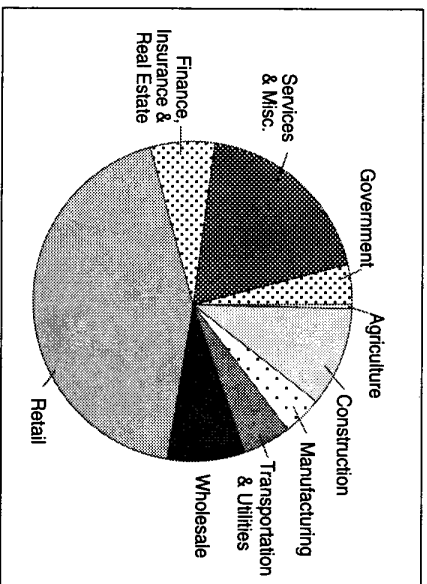
5,162,641 net rentable square feet with 4.8% vacancy rate. Uptown had a total of 2,688,615 net rentable square feet with a 3.7% vacancy rate. At the same time, Bernalillo County and Rio Rancho had 18,325,205 square feet of net rentable space with a 7.5% vacancy rate.

Industrial Space

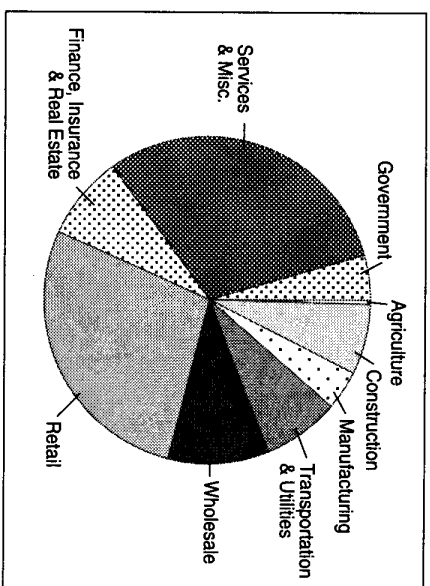
Industrial development is minimal in the Northeast. Most of the land allowing industrial uses is located adjacent to I-25 and to a lesser extent, I-40. Albuquerque's Northeast had 5,451,197 square feet of industrial space. This was only 16% of the 34,212,330 square feet of industrial space in Bernalillo County and Rio Rancho. The Northeast's vacancy rate was less than 1% while the Bernalillo County and Rio Rancho vacancy rate was 4.3%. (Source: 1997 *The Greater Albuquerque Commercial Real Estate Market Report, CB Commercial*)

Employment

In 1995, approximately 66,241 jobs were located in the Mid-Heights. This represented almost 20% of the 338,305 jobs in Bernalillo County and Rio Rancho. A total of 72,614 jobs are projected for the year 2000 and 79,354 for 2005.



Employment in PIA 4, 1977
(Source: "Demographic Projections, 1987", City of Albuquerque)

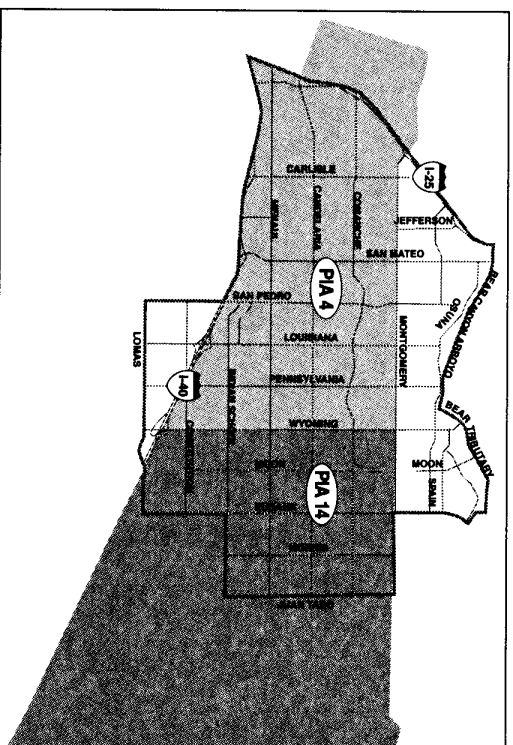


Employment in PIA 4, 1995
(Sources: New Mexico Department of Labor, City of Albuquerque, Planning Division and Middle Rio Grande Council of Governments)

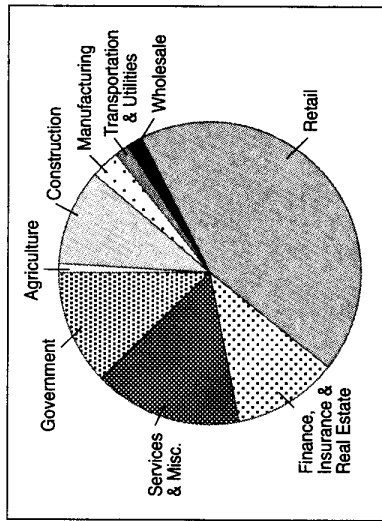
The following information about types of jobs is presented by Planning Information Area (PIA). The Mid-Heights encompasses almost all of Planning Information Area 4 and about half of Planning Information Area 14. In 1995 PIA 4 had 48,257 or 14% of all the jobs in Bernalillo County and Rio Rancho and PIA 14 had 20,659 or 6%.

PIA 4

From 1977 to 1995 the total number of all jobs in PIA 4 increased from 26,998 to 48,257. From 1977 to 1995 the job market in this PIA shifted significantly to service jobs. In 1995 almost 60% of the jobs located here were retail (13,521 or 28%) and services (14,616 or 30%). In 1977 these types of

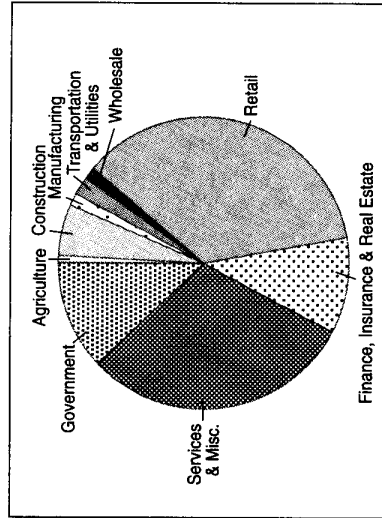


PIA Map over Mid-Heights



Employment in PIA 14, 1977

(Source: "Demographic Projections, 1987", City of Albuquerque)



Employment in PIA 14, 1995

Sources: New Mexico Department of Labor, City of Albuquerque, Planning Division and Middle Rio Grande Council of Governments "Demographics Projections, 1987", City of Albuquerque

jobs represented 61% of the total jobs in PIA 4, however 11,569 or 43% were retail and only 4,992 or 18% were service.

PIA 14

From 1977 to 1995 the total number of all jobs in PIA 14 increased from 9,839 to 20,659. In 1995 66% of the jobs located here were retail (7,483 or 36%) and services (6,229 or 30%). (Source: *Urban Growth Projections modified by the Planning Department*)

Salaries

Salaries for retail jobs average \$7.62 an hour in

New Mexico. Average salaries for service jobs are more difficult to discuss since service jobs range from fast food service to high tech engineering, medical, legal, and other office services. (Source: *New Mexico Labor Market Review, volume 26, No. 08, September 30, 1997*)

Census Data

In 1990, the majority of people living in the Mid-Heights also worked in the service sector (39%) and in retail (20%). Another 18% of the population worked for the Federal, State and local governments. ☐

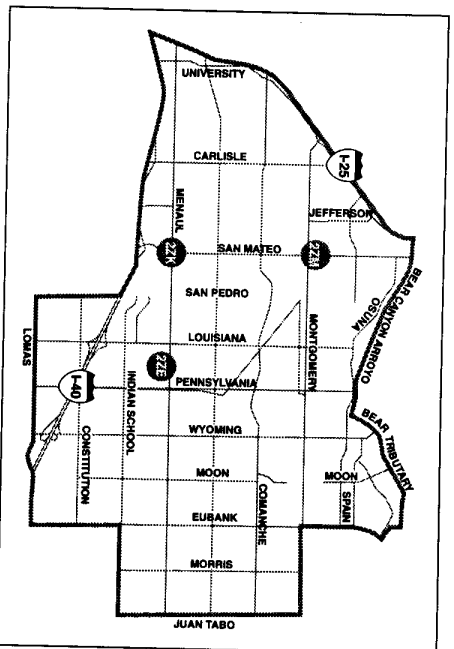
KEY FINDINGS:

- The Mid-Heights is a regional office and retail center.
- Although many offices and retail spaces are concentrated in Uptown, just as many are scattered along arterial and collector streets throughout the Mid-Heights. The heaviest concentrations are along Menaul and Montgomery Boulevards, I-25, I-40, and most north/south arterial streets. Scattered office and retail space adds to traffic and air pollution.
- Some commercial areas along the freeways are in a state of transition that may need intervention to prevent or stem area deterioration.

RECOMMENDED ACTIONS:

- The Community Planning Program will work with others to coordinate City and private efforts in making Uptown a more effective urban center.
- The Community Planning Program will inventory types of commercial and office use, and the age and condition of commercial structures in various locations. This information will be used to choose a pilot area (possibly San Mateo Boulevard) to strategically plan possible consolidation of commercial spaces and reuse of some for mixed use and residential development. This information will be combined with investigating ways to encourage mixed uses that support walking, transit use, and neighborhood convenience.
- Explore various disincentives to keeping buildings and properties vacant.
- Through a Western Mid-Heights Community Revitalization Strategic Planning process, appropriate interventions will be developed for commercial areas in transition.
- Concentrate entertainment districts in a few Mid-Heights locations: Uptown, the Big I area, north San Mateo, etcetera.

[Goal 5] Increase environmental protection and resource conservation.



Albuquerque/Bernalillo County Ambient Air Monitoring Stations

Air Quality

The quality of Albuquerque's air depends on the weather and personal lifestyle choices made by local residents. Geography is also a factor. High altitude and valley location make Albuquerque a particularly sensitive area. At a mile-high elevation, atmospheric oxygen is 17% less than it is at sea level. This condition causes increased carbon monoxide (CO) pollution from vehicles and other burning activities because of incomplete and less effective combustion. (Source: Albuquerque's *Environmental Story*)

In order for Albuquerque to be a clean air city, the community needs to make important land-use, transportation, and air-quality decisions. To cut down on transportation-related air pollution, we must reduce emissions of individual vehicles and reduce the number of vehicles using our streets through travel demand management strategies and land use planning that

facilitates pedestrian, bicycle, and transit options to single occupancy vehicle trips.

The Mid-Heights is Albuquerque's major air pollution hot spot. Two regional shopping malls and other retail shopping scattered along streets are served by an extensive arterial street system characterized by large intersections which impede walking and bicycling. The Environmental Health Department's highest readings for carbon monoxide are in this area at the 22E and 22K monitors. Although the area is largely built-out, there is concern about continued traffic growth. Peak period traffic and overall traffic densities contribute to the failure of many area intersections and result in high air pollution levels, particularly in Uptown. (Source: *Environmental Health Department, Air Quality Division*)

The Uptown Plan requires traffic mitigation and reduction plans for new developments. Tracking the success of these improvements and transportation management techniques could provide a model for other employment and shopping areas in the region. As the techniques

become widespread, the effects on air quality may be evident. For such plans to be successful, the commuting public needs to be made aware that individual cooperation is critical. (See *Transportation Chapter*.)

Noise

Noise from many lanes of high speed traffic, loud speakers, outdoor business operations, and home and car alarms impacts many Mid-Heights residential areas. The arterial street grid pattern causes noise from streets to impact almost all neighborhoods. Speed increases of only five miles per hour create audible sound increases of 3-5 decibels. According to nearby residents, this is particularly troublesome near Montgomery Boulevard and may even be causing people to convert their houses to rental properties.

To determine whether to revise the Albuquerque Noise Ordinance, the City Environmental Health Department monitored one hundred Albuquerque sites for noise in autumn 1997. Random phone surveys to attain public perceptions about noise problems will be completed in spring 1998.

Water Conservation

Water conservation is an important City goal. The pure, clean water in Albuquerque's aquifer is being depleted faster than nature can replenish is. The City of Albuquerque adopted a water conservation policy to help meet Albuquerque's

water challenge. Resolution 40-1995, a comprehensive water conservation strategy, was adopted in March 1995 with the goal of reducing per person water use by 30% from 250 gallons per person per day to 175 gallons per person per day by 2004. Reaching this goal means saving billions of gallons per year, helping to balance depletion and recharge. Our per capita water usage is among the highest in the Southwest, and our rates are among the lowest. Residential use

accounts for 71% of the metered water consumed in Albuquerque and half of our households use over 3/4 of this water. (Source: *City of Albuquerque, Public Works Department, Water Conservation Office*)

Many Mid-Heights residential homeowners have been converting to water conserving landscaping over the last couple of years. Water usage is being monitored and continues to drop in Albuquerque. □

KEY FINDINGS:

- The Mid-Heights is Albuquerque's major air pollution hot spot.
- Traffic noise and other noise is an issue in almost all Mid-Heights neighborhoods. This issue impacts quality of life in the neighborhoods. Some houses near major streets may have been converted to rental properties in response to this issue.
- Conserving water and ensuring good water quality are important City goals that need cooperation throughout the City.

RECOMMENDED ACTIONS:

- Traffic mitigation and reduction plans, shuttles, and the Transportation Management Association being tested in Uptown need continued commitment from the City and careful evaluation for application throughout Albuquerque. A fixed route transit route that connects Uptown and Downtown should also be considered.
- Traffic noise mitigation should be considered throughout the Mid-Heights. Noise should be monitored on properties adjacent to and near major streets. The following techniques are some

to consider: traffic speed enforcement by Albuquerque Police Department, speed reductions and roadway resurfacing by the Public Works Department, developing prototype site designs and redesigns that address noise reduction by the local chapter of the American Institute of Architects and the City's Urban Design Program, and using noise buffering building materials.

- Water conservation rates will be tracked over time in the Mid-Heights and compared with City water-use reduction goals. Neighborhood associations may wish to educate property owners and renters, do xeric demonstration gardens, etc.
- A developing pilot project at Comanche Elementary School may serve as a model for developing storm water detention systems that double as constructed wetlands on other school properties. The wetlands will provide wildlife habitat, enhance storm water infiltration, prevent soil loss through erosion controls, help achieve the City's goal of 30% water consumption reduction by watering water-conserving landscaping, create outdoor education areas, and reduce pollution loading in the Rio Grande.

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Summary of Partnership Issues

The Mid-Heights Community's Priority Issues

Summary of Partnership Issues

In January 1997, after several months of identifying, listing, discussing and prioritizing Mid-Heights strengths, opportunities, weaknesses and threats, the Mid-Heights Community Partnership chose to begin work on two major issues:

- Reinventing the major streets by improving their appearance and function for pedestrians, bicyclists, transit users, and people with disabilities and using the streets to convey a positive Mid-Heights identity;
- Revitalizing parts of the Mid-Heights that are beginning to show signs of physical and/or social deterioration.

The Partnership also committed to help ensure that the Uptown Sector Plan is effectively implemented. These three major commitments will require intense involvement of the Mid-Heights Partnership, others in the Mid-Heights Community, and City staff through the year 2000.

Other important issues identified by the Partnership and others in the Mid-Heights Community may be folded into the three major efforts. The community will have many opportunities to reexamine their priorities.

The following lists of priorities were developed by the Mid-Heights Community Partnership. The Partnership's entire list of strengths, opportunities, weaknesses, and threats follows the priorities. An Uptown Design Workshop Report is included in the appendix.

Prioritized Wishes 1/16/97

5 VOTES

- To have street landscaping on arterial and collector streets to include:
 - signs identifying the Mid-Heights; and neighborhoods within it
 - low water landscaping; and
 - seating

4 VOTES

- To increase opportunities for all age groups to walk, bicycle, and visit in public spaces safely
- To link the Mid-Heights, Uptown, UNM, Downtown, Duke Stadium, river, zoo, etc. with consistent and reliable transportation alternatives
 - buses
 - park and shuttle
 - other

3 VOTES

- To begin a new annual festival or to build on existing ones (i.e. Ted E. Bear Picnic)

2 VOTES

- To increase community identity with greater inter-neighborhood interaction that highlights and shares diversity
- To connect neighborhoods west of San Mateo to Montgomery Park (i.e. with a pedestrian bridge, or other techniques); and to better connect activities in other parts of the Mid-Heights that are separated by major streets
- To fully build-out the Uptown area with higher density housing and offices

1 VOTE

- To halt deterioration in the Mid-Heights (i.e. occupy or reuse vacant buildings)
- To have happy, active, interested kids
- To ensure safety in homes and schools

Prioritized Opportunities 1/16/97

6 VOTE

- To landscape public rights-of-way (to include medians)

5 VOTES

- To talk with big businesses in order to develop a relationship of give and take
- To co-locate public buildings, shopping, apartments and offices in order to share spaces and foster inter-generational exchange

3 VOTES

- To use Mid-Heights building blocks to develop a sense of ownership and pride in neighborhoods, the Mid-Heights Community, and the City
- To use all schools for community purposes

2 VOTES

- To improve the major trails with landscaping, seating etc. and to connect trails to make a network
- To improve and increase mass transit (to include developing better transportation to UNM and TVI)
- To purchase small vacant lands for building mini-parks, memorials, public art, and rest stops.

1 VOTE

- To vegetate utility easements
- To minimize overhead lines and poles in sidewalks
- To ask retired law enforcement officers to teach people how to combat crime

Prioritized threats 1/16/97

The Partnership chose to focus on the threat, **Urban Decay**. They felt the other threats they had listed all contributed to urban decay: 1) too much traffic, 2) air pollution, 3) declining water quality and quantity, and 4) crime (which includes vandalism, graffiti, theft and substance abuse). All weaknesses in the following complete list contribute to community health. The over-riding question for the Partnership will be how to eliminate weaknesses and increase strengths.

The entire list of Mid-Heights Partnership Perceptions about the Mid-Heights Community compiled in November 1996 follows:

Opportunities

- To use existing Mid-Heights building blocks to develop a sense of ownership and pride in neighborhoods, the Mid-Heights community, and the City
- To encourage community identity
- To make transportation to the senior center and parks more accessible
- To locate new community centers and senior centers where they are most needed to serve low income seniors, particularly those without transportation.
- To co-locate fire stations, schools, police stations, and shopping areas in order to use spaces for multiple purposes and to help foster inter-generational exchange between kids, adults, and seniors
- To use schools regularly for community purposes and public programs, such as teaching people how to fight crime. Encourage cooperation through joint-use agreements.
- To co-locate new apartment housing, shopping malls, and office centers
- To improve the two major trails with landscaping, seating, etc. and to better connect them to a city-wide trail network
- To improve and increase area mass transit

- To appropriately vegetate the many utility easements that exist
- To landscape the many medians that exist
- To develop better transportation for students attending UNM and TVI
- To work with PNM to minimize overhead lines and poles in sidewalks
- To purchase small parcels of vacant land to build mini-parks and memorials
- To create magnet schools to preserve neighborhoods
- To improve communication about Mid-Heights meetings and activities with electronic communications and newspaper coverage
- To survey kids and seniors regarding needs and wants
- To expand neighborhood watch and neighborhood association patrols
- To ask retired law enforcement officers to volunteer to teach people how to combat crime

Strengths:

- Good fire and police service
- Police substation stays open late
- Diversity in density, type and variety of housing
- Many high density apartment complexes
- Good diversity of age groups
- Population is stable compared to some areas
- Population may have a higher than average level of education
- Household income may be higher than the City average
- The Mid-Heights is culturally diverse
- Compared to many other cities, the general population is very tolerant of racial and ethnic differences
- Albuquerque employment growth (as a percentage) is among the nation's fastest since 1992, and good before that. Some opportunities are applied research, Winrock expansion, and construction
- The Uptown Sector Plan allows mixed uses: housing, retail and office.
- Good education, good schools
- Libraries
- Many parks
- Many good places to shop

- Many opportunities for entertainment
- Good road system
- Easy access to all parts of the City
- Well maintained arroyos
- Some well designed and landscaped medians. Some are xeriscaped
- Facilities exist to care for people from birth to death: Hospitals, Schools, Funeral homes
- Aesthetically nice area that has aged gracefully.
- Neighborhoods have helped beautify the grounds of some schools, like Hodgkin Elementary
- Senior Public Housing (Embudo Towers) offers security, is well maintained and well landscaped, has a recreation center and a commodities program for seniors, and is close to Winrock, Kaseman Hospital, and across the street from a park
- Many neighborhoods organized against crime

Threats

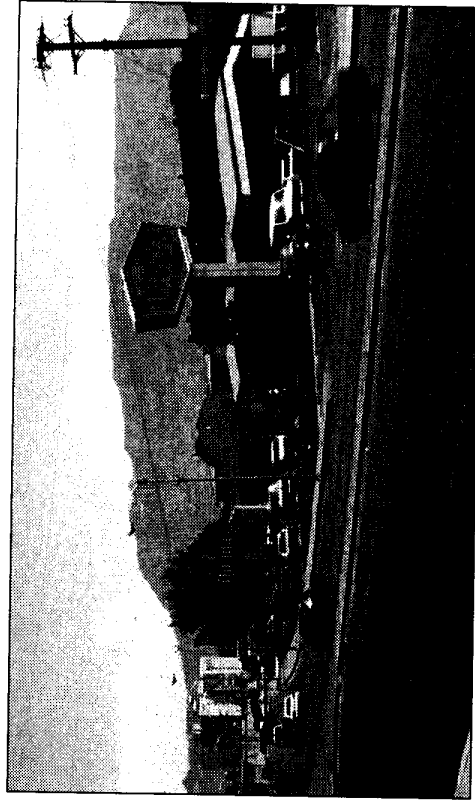
- Too much traffic
- Air Pollution
- Declining water quality and quantity versus landscaping and general usage
- Vandalism, Graffiti, Theft and Substance Abuse at Embudo Towers
- Urban Decay
- Crime

Weaknesses

- Though we are acting regionally when we work in one area, live in another and play in another, we are not thinking regionally
- High density apartments not well distributed
- Streets not pedestrian friendly: sidewalks near curbs, hard to cross wide streets, bus stops not inviting
- Streets ugly, large and not landscaped
- Strip malls and neighborhoods look like anywhere U.S.A.
- More commercial spaces being built while existing spaces are vacant

- Parks, community centers and senior centers are hard to access without personal transportation
- Public transportation unreliable for people who have no other means of transportation
- Inadequate street drainage during rain storms
- Albuquerque trees are inappropriate species and are not maintained
- Easy access to "secure" buildings like Embudo Towers by people recognized as frequent visitors
- Single family housing becoming rental property with absentee landlords out of state
- Not knowing owners or managers of rental housing in single family area neighborhoods
- Transient issues not being addressed
- Liquor sales encroaching on neighborhoods
- Not enough jobs above entry level-children leave Albuquerque for job opportunities
- Aging population with low income cannot maintain their properties
- Littered, weedy vacant lot, utility easements and alleys
- Antiquated, inadequate phone and cable lines
- Sight pollution from signs and utility lines
- Deteriorating (aging) infrastructure
- Partnership lacking between agencies with public facilities they could share
- Some schools do not make themselves part of the community
- Some schools are bleak eyesores
- Recreation sometimes inaccessible for poor kids and seniors
- Not enough community centers and senior centers
- Redrawing school boundaries can threaten programs in older schools and encourage population growth at the city perimeter, spinning kids to the edge
- Social facilities do not encourage inter-generational activities

Priority Issues



San Mateo at I-40

Based on the priorities established by the Mid-Heights Partnership in January 1997 and prior commitments to ensure implementation of the Uptown Sector Plan, the Partnership, City staff, and others in the Mid-Heights Community will be working on projects and programs that require intense involvement through the year 2000. Descriptions of the three commitments follow.

At the April 1998 Mid-Heights Blueprint review session the Partnership indicated they also wish to develop and articulate an overall vision for the Mid-Heights based on what they now know and to work with Albuquerque Public

Schools and the City to further develop and use school grounds and buildings as centers for the community.

The five Mid-Heights priorities relate to several of the City's Five Year Goals and Objectives – (#1, 2, 3, 4, 5 and 6).

1. Reinventing the Major Streets:

Street Issues: Although Mid-Heights streets form a convenient transportation grid, their widths, traffic flows, noise and design create barriers for bicyclists, transit users, people walk-

ing and people with disabilities. The noise from traffic often impacts people living adjacent to or near arterial or collector streets. The major streets separate neighborhoods from one another. They do not function as public spaces, because people generally experience them from their cars and no personal interaction can take place along them. Consequently they sometimes become places where crime and physical deterioration thrive.

When the Mid-Heights Partnership analyzed Mid-Heights strengths, opportunities, weaknesses and threats, major streets surfaced in all four categories. The street grid pattern was characterized as a strength for vehicular travel and a potential opportunity for bicycling, transit use, walking and creating a positive identity for the Mid-Heights. Observations about street ugliness, noise, inconvenience and danger for pedestrians, bicyclists, and transit users, however, far outnumbered comments about street effectiveness in carrying vehicular traffic. Perhaps Albuquerque drivers have come to expect free-flowing traffic. The 1996 public opinion survey conducted by Albuquerque's Urban Design Program also called attention to the need to improve the visual quality of the interstate highways, arterial streets and the properties adjacent to them.

Redesigning arterial and collector streets to encourage walking, bicycling, and transit use will begin to address other Mid-Heights issues concerning air pollution, crime, and an overall

lack of area community identity. Maintaining traffic flows will also need to be considered.

Actions in Progress

1.a. Interstate Corridor Enhancement Plan:

The Mid-Heights Partnership and others in the Mid-Heights have been involved in the Interstate Corridor Enhancement Plan. The plan objective is to visually enhance Albuquerque's interstate highway corridors by incorporating designs and landscaping to reflect Albuquerque's diversity in the built and natural environment. Specific overpasses will also reflect the particular area in which they are located. Noise walls, bicycle trails, interchanges and bridges will be designed using the following criteria:

- Natural environment and urban context
- Community identity context and theme
- The driving and pedestrian experience
- Climate
- Night and day effects
- Driver, Pedestrian, and bicyclist safety
- Maintenance
- Ease of construction
- Available funding and cost effectiveness

1.b. Creating arterial street and collector street prototype designs.

The Mid-Heights Community Partnership formed a Street Committee that met from April – September 1997. After establishing criteria for choosing a location for prototype

street design, they conducted several field work sessions to observe streets. This helped them develop a list of issues and opportunities and to write a request to fund conceptual design, construction drawings, and some pilot construction projects. The committee initially chose Candalaria Road to be designed as a prototype minor arterial street because it spanned the entire Mid-Heights, had many interesting design issues, and did not seem impossible to accomplish. The committee chose Comanche Road to be designed as a prototype collector.

The Mid-Heights Partnership proposed the original project in autumn, 1997. \$300,000 of GO bond funding from the City's CIP program is now available to begin. A prototype design will be tested for application on an arterial street. Connecting arterial streets with other issues and opportunities may be studied as well. Additional funding is being requested to conduct the same type of work on Comanche Road, using its redesign as a prototype for collector streets.

Recommended Actions

The first step involving the Partnership will be to articulate very clearly what the project is meant to accomplish.

The next step will be for the Mid-Heights Partnership, representatives from the Foothills Partnership, and City staff from Planning, Public Works, the Capital Implementation Program, and other departments to discuss the possible scope of work necessary to complete the project. While the project has been generally described in funding requests, the following list includes some possible details.

Public and Interagency Involvement

- Identifying who should be included in the participation process and designing the process (Representatives of bordering neighborhoods will definitely be included.)

Project Definition and Feasibility Given Existing Conditions

- Inventorying existing conditions on the chosen arterial street and on other Albuquerque arterial streets
- Inventorying and analyzing what Albuquerque has done to achieve the same goals on other streets (successes to repeat and failures to avoid)
- Inventorying and analyzing what other cities have done to achieve the same goals
- Identifying and analyzing constraints to applying proposed solutions
- Producing a cost/benefit analysis or matrix for choosing a range of solutions to achieve goals (the street prototype elements)

Evaluation of Alternatives

- Producing a conceptual design for one arterial street and perhaps portions of other arterial streets

The Construction Project

- Producing construction designs
- Choosing a pilot project location and initiating construction

Producing a Guide with a Range of Options

- Publishing an Albuquerque arterial streets design manual

Other long term issues to consider are the clear definition of City maintenance responsibility and ensuring continued funding for maintenance.

The project will be advertised based on these preliminary discussions. A consultant will be chosen to work very closely with representatives of the Mid-Heights Partnership and larger community.

The Mid-Heights Streetscape committee will reconvene and invite members of the Foothills Partnership to begin this process.

Concurrent work may include investigating ways to encourage property owners to redesign and redevelop properties adjacent to major streets. The objective would be to help create mixed uses that can support transit and pedestrian use and to develop public places where people feel safe and comfortable for walking, bicycling and using transit. (See October 1997 CIP Clean-up Funding Request in the Appendix.)

2. Community Revitalization

Issues: In 1996 and 1997, the Mid-Heights Partnership identified Mid-Heights community weaknesses and threats and compared them to community strengths. The Partnership determined that neighborhoods and commercial areas exhibiting more weaknesses and threats than strengths would need intervention to prevent them from deteriorating. Neighborhood surveys from new neighborhood associations, information from 1997 HUD Plan meetings, and information from neighborhoods attending Council District 5 and Council District 7 Neighborhood Coalition meetings showed that some places in the Mid-Heights were beginning to display signs of instability and/or outright deterioration.

Given the vastness of the Mid-Heights it was difficult to determine where to start. To simplify choosing an area, the Partnership examined 1990 census information to identify areas which had combined concentrations of poverty, low incomes, high unemployment rates, and transient residents. Based on that information the Western Mid-Heights (between I-25, I-40, San Pedro Drive, and Osuna Road) was chosen as a pilot area to develop a strategic plan that will recognize, reinforce, and create community assets in order to prevent and eliminate social and physical deterioration in the Mid-Heights.

Actions in Progress

The Partnership chose to begin working on community revitalization in 1998. A kick-off meeting was held on January 23, 1998 to meet Western Mid-Heights community leaders, to begin to share information about community assets and

issues, to talk about a strategic planning process, and to discuss ways to involve the larger community in helping to shape the community's future. Work by this group continues.

Over 90 people were invited and over 40 attended. They included business representatives, school principals and school activities directors, City Councillors, some City staff, Mid-Heights Partnership members, Neighborhood Association Representatives, Apartment Complex Managers, and representatives of "Turning Point". Turning Point is a public health oriented planning project funded with a Federal Grant. Representatives will be observing the Western Mid-Heights strategic planning process to determine how they may be able to contribute to the effort.

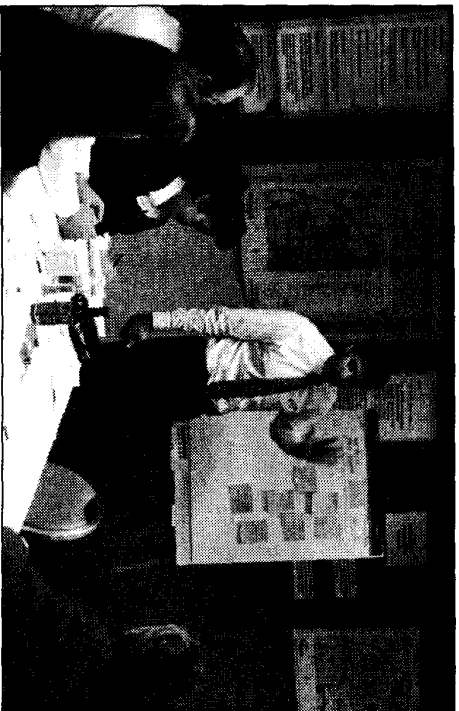
The actions that will hopefully result from this diverse group working together may include networking to solve problems, sharing information about existing resources and programs to take care of simple issues, and strategically planning policies, projects, and programs to address community issues in the long term.

If this pilot planning effort is successful, it will be repeated in other portions of the Mid-Heights.

Recommended Actions

Next steps were discussed at the January meeting and several school representatives, neighborhood association representatives, and the Palo Duro Senior Center Director signed out cameras to begin involving others in documenting community assets and issues.

The following Strategic Planning Process was proposed at the kick-off meeting. The proposed timing is ambitious. Although it may take



Western Mid-Heights Strategic Planning Meeting, January 1997

a little longer than outlined here, the following strategic planning goals will guide the effort:

- To involve the community to a high degree in identifying priorities and choosing strategies
- To accomplish strategic planning work within nine months – to one year...including community involvement and approval
- To develop a short term set of actions that can be initiated and accomplished within one year
- To develop a long term strategy that can be put in motion and tracked over 3 to 10 years
- To establish an evaluation process to track and monitor plan implementation effect and success

✓ **FEBRUARY 1998:** The Community identified its assets and issues by compiling asset and issue inventories. Seven groups (four neighborhood associations, a business association, the Middle School and the Senior Center) compiled and presented information. They were asked to think positively first in order to build from strengths.

Inventory Methods:

- took new photographs
- compiled old photographs
- wrote a sentence or a paragraph
- mapped a favorite route and noted the locations of special places and people
- surveyed residents in a neighborhood, children in the schools, residents in apartment complex, people attending the senior

center, business owners and managers, business customers, and hotel guests

✓ **MARCH 27, 1998:** A second large meeting was held. Groups presented their inventories and priorities and commonalities were discussed.

• **MAY 1998:** Review priorities and check the priority list with the larger community. Publish it in draft form and distribute widely.

• **JUNE-JULY 1998:** Reconvene to discuss possible visions for the community, to choose short and long term strategies, and to identify resources

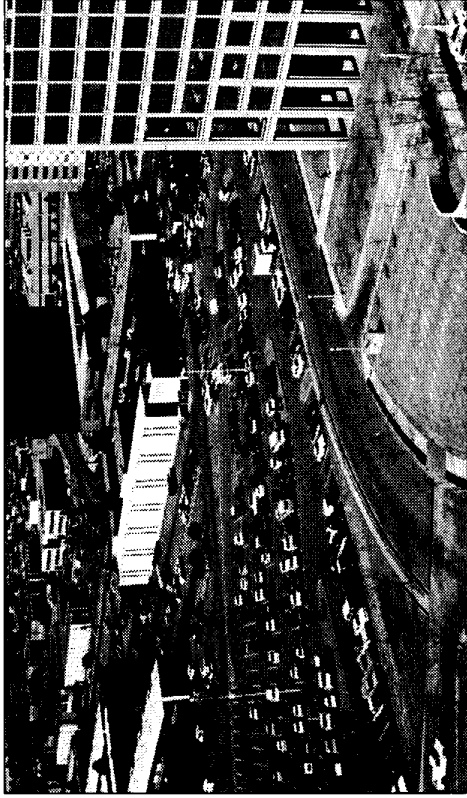
• **AUGUST 1998:** Write a draft plan for community and inter-agency approval

• **SEPTEMBER 1998:** Community and others review plan, meet to discuss, and recommend changes

• **OCTOBER 1998 :** Rewrite and publish

• **FALL 1998:** Public hearing process if government resources, policies, etc. are a part of the strategy

• **WINTER 1999:** Easy – low cost strategies are initiated.



Uptown Area

Some strategies could be started before the plan is complete. These may include working with local businesses to keep commercial properties clean and a public relations campaign to instill more pride in the Western Mid-Heights.

3. Uptown Plan Implementation

Uptown Issues: Before the Mid-Heights Community Partnership was formed, Uptown Plan Implementation Committees were identifying Uptown Plan priorities. In 1997 two urban design workshops were held to further identify issues and possible solutions for helping Uptown develop into a vibrant urban center.

Many Mid-Heights issues converge in Uptown: air pollution, traffic congestion, large and dangerous streets, awkward site designs, poor pedestrian connections, a vague sense of place, and a lack of whimsy and artfulness. Uptown, however, has many offices and shops, some handsome buildings, the beginning of a transit loop, and a sector plan with zoning that requires mixed-use development, traffic mitigation, and public investment.

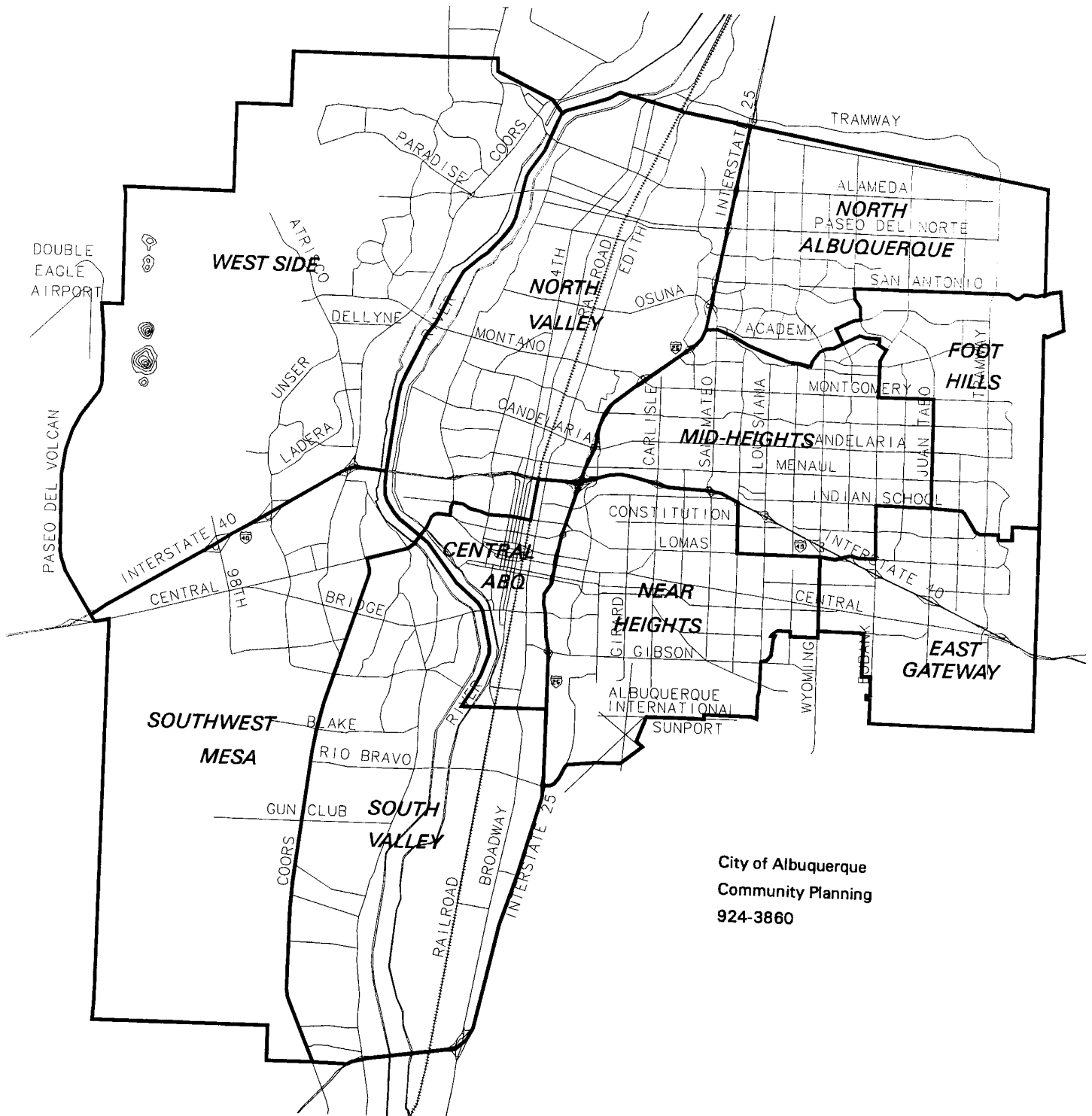
Recommended Actions

Priority work for Uptown in 1998 will be to devise a public investment strategy that would be powerful enough, combined with private investment, to change Uptown into a well designed and attractive urban center. This will include co-planning, co-locating and co-managing public projects. Some public projects that may be combined are a transit transfer center, regional library, and police substation. Pedestrian and bicycle paths need to be established and built through super-blocks. Inventive, safe, and convenient pedestrian crossings need to be designed and developed across Louisiana Boulevard, San Pedro Drive, Pennsylvania Street, Menaul Boulevard, and Indian School Road. A series of Uptown public art projects needs to be planned and initiated and incentives to develop mixed-income housing need to be packaged and actively promoted.

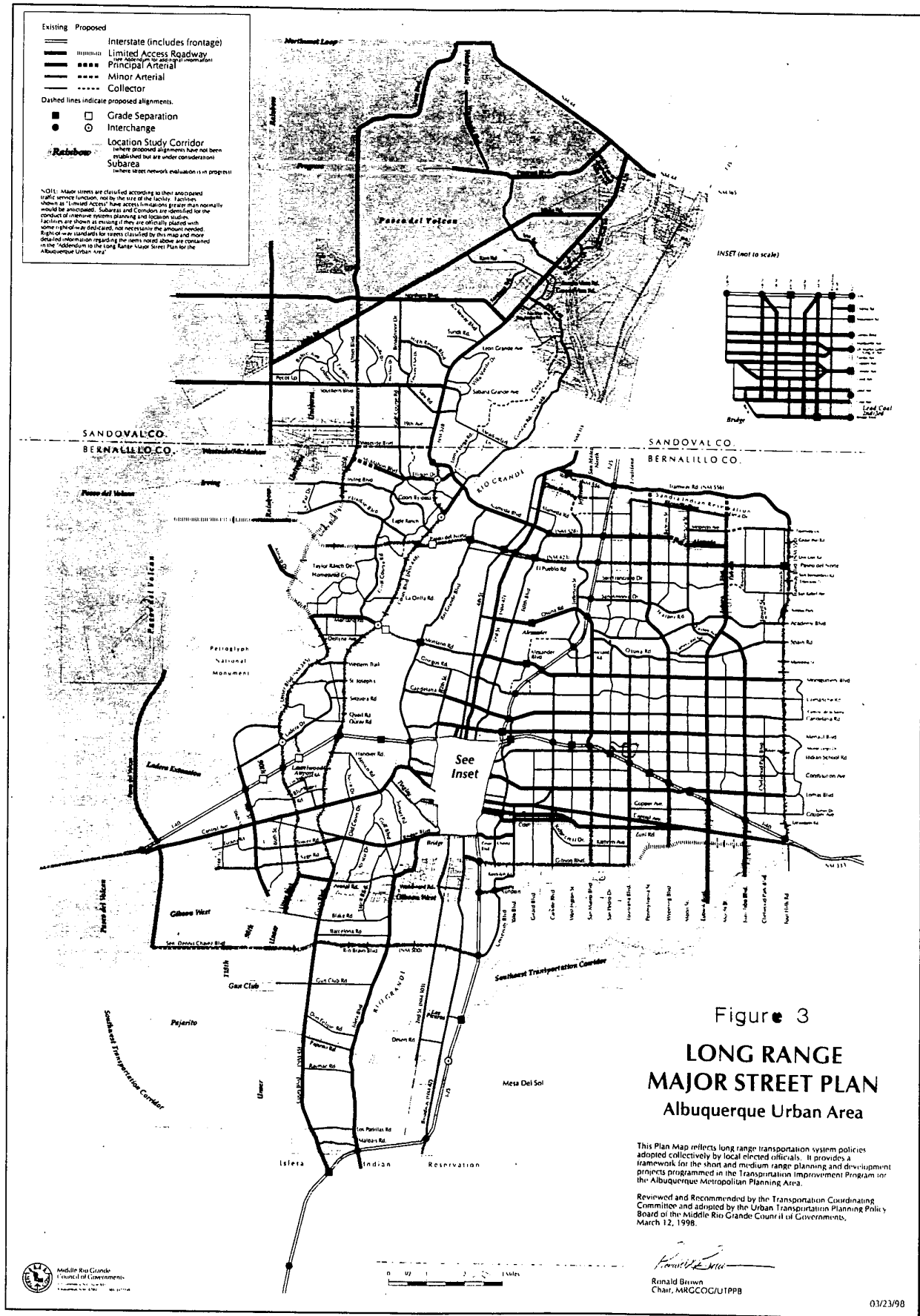


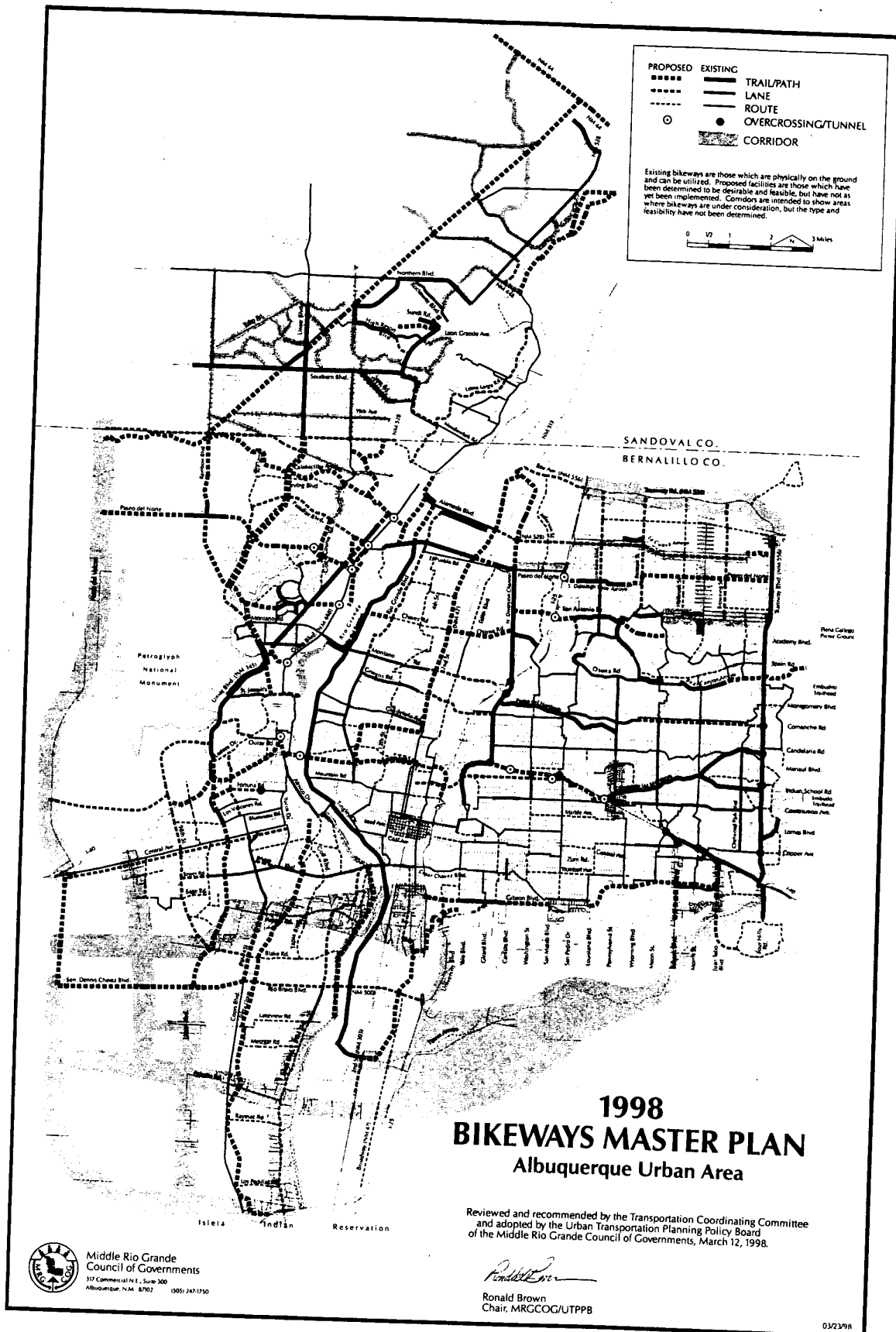
Appendices

COMMUNITY PLANNING AREAS



City of Albuquerque
Community Planning
924-3860







Making an Urban Center

Uptown workshops provide answers.

J u n e 1 9 9 7

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Making an Urban Center

City of Albuquerque Planning
Department

For more information, call
Paula Donahue at 924-3932 -
fax - 924-3339, or E-mail
pdonahue@cabq.gov.

What is an Urban Center?

Attractive urban centers are like magnets. People want to live, work, and locate their businesses in them. Others want to spend time in them. Ensuring that vital places like this develop will make Albuquerque a more interesting place to live and visit.

Each urban center has its own identity --- something like a signature identifying it as its own special place.

Most urban centers have a concentrated and integrated mixture of housing, offices, entertainment, restaurants, and shops. Urban centers have convenient mass transit and convenient and attractive public places for people to walk, gather, visit, read a book, eat lunch, take their kids, watch other people, enjoy the outdoors, sit, and listen to music. People **walk** from one place to another in urban centers.

Three Events Held

At three events participants were asked, "What can you suggest to help Uptown become a cohesive and attractive place -- one that radiates a strong sense of what it is and can become?"

On February 21st, people from a

variety of City departments participated in a design workshop. The Uptown Association, Inc. met on March 18th to discuss ways to market Uptown. Finally, on May 3rd, professional designers and others participated in a design workshop at Winrock Center.

The Uptown Plan

In 1995, the Uptown Sector Plan was revised by adding specific policies and regulations to help Uptown develop into an urban center.

The two workshops and marketing meeting each began with participants familiarizing themselves with Uptown Plan policies and regulations. Then everyone was asked to let their creative juices flow to suggest both broad concepts and specific projects.

Uptown Plan Concepts

The Uptown Plan has five major concepts:

- ◆ Create and contain an Uptown Urban Center within rigid boundaries to avoid impacts on surrounding residential areas.
- ◆ Improve Albuquerque's future air quality by providing dense office, retail, and residential development in an urban, pedestrian environment.

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Uptown Concepts (continued)

- ◆ Coordinate land development with the timing of public infrastructure.
- ◆ Provide transit, bicycle, and pedestrian options for travel and encourage their use.
- ◆ Require extensive landscaping.

Uptown Plan Strategies

The Plan recommends several strategies for making Uptown cohesive and attractive:

- ❖ Develop a distinguishing feature to serve as a trademark image of Uptown Center.
- ❖ Promote an integrated mixture of land uses including employment, retail, entertainment, and housing.
- ❖ Develop a high intensity, predominantly office core within the Uptown Loop Road.
- ❖ Promote pedestrian activity with specialty retail and restaurants at the ground level, reinforced by pedestrian friendly streetscapes and plazas. Require safe and efficient pedestrian connections to buildings from the street and adjacent sites.
- ❖ Promote a diverse and walkable urban form by providing plazas, buildings in close proximity, outdoor seating, shade, and landscaping connected by convenient and attractive walkways and promenades.
- ❖ Promote the installation and maintenance of additional landscaping on new and existing private development.
- ❖ Develop a highly visible, attractive pedestrian corridor linking the 2 major shopping centers across Louisiana.
- ❖ Require parking behind buildings.

- ❖ Require shared parking and a reduction in parking spaces, while providing transit and para-transit ride-sharing.
- ❖ Develop criteria regarding shared parking between adjacent sites.
- ❖ Encourage replacement of ½ of mall surface parking with 2-3 level parking structures and streets with retail and entertainment activities.
- ❖ Strategically locate transit, bicycle and pedestrian facilities to capture the most users. Provide signage regarding route access and location.
- ❖ In conjunction with Uptown businesses, develop an overall signage package to direct people to parking, restaurants, retail shops, etc.

Workshop Participants Identify Uptown's Opportunities/Issues

Opportunities

Highest concentration within one square mile in New Mexico:

- Retail and entertainment
- Non-government offices
- Food courts/restaurants
- Bookstores in close proximity
- 13,000 jobs

Holiday and lunch-time shuttle buses

Mall walkers

Many bus routes

Winrock remodel has lots of interior light and space,

Issues

All the urban center "ingredients" are here; the connections are not.

Too much parking

Amazingly poor pedestrian environment. Uptown needs a comprehensive pedestrian system that links all attractions and activities.

- cannot walk from one place to another
- Narrow, unprotected sidewalks
- Its ugly.

Bike trails could connect better to the malls.

Uptown needs more apartments/condos.

Air pollution (pollution alley)

Winrock needs connection to the 'outside'.

Workshop Results

The following workshop recommendations will be presented to the Uptown Plan Implementation Task Force.

This group of property owners, business people, neighborhood association representatives, government representatives, and other people interested in Uptown will choose possible projects and find ways to take action.

An Uptown Urban Center Must Have...

Adults say:

Coherency and identity

More housing, residential over retail, garden apartments and town homes on the periphery.

Allow concurrence. Remove parking. Mix housing and retail.

Pedestrian and transit friendly atmosphere.

An Uptown Urban Center Must Have...(continued)

If you drive, park once and go on foot or transit. Mandate parking garages and remove surface parking. Charge \$ for parking

Light rail from Downtown to Uptown

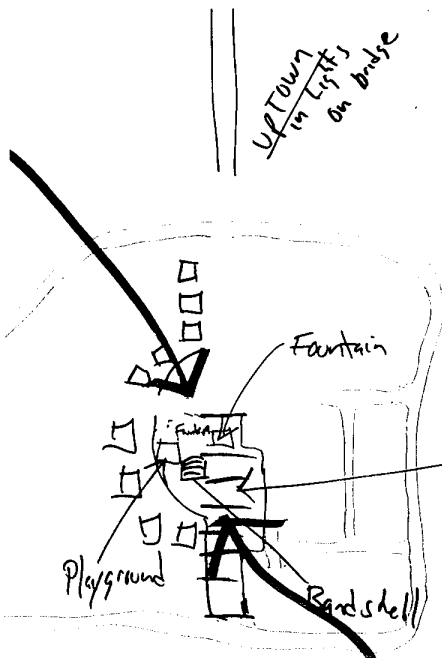
An Uptown Transit center with connections all over town

A large urban park

A plaza with fountain, band-shell and public art

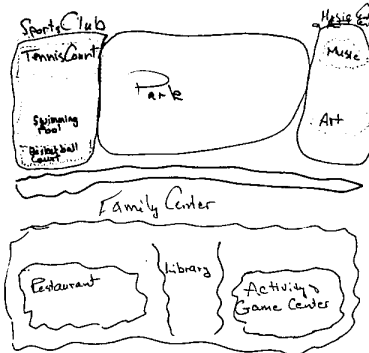
A narrower Louisiana Blvd.
with a landscaped median --
A loop road and good
directional signage with art

Part of Louisiana underground with a plaza above it for public activity, music concerts, watching people, tables with chess boards, shade structures and portable plants



Kids say:

A library, play center, music and art center, snack shops, park with a duck pond and amusement park, alien landing place, restaurant, rock climbing, learning to fly, swimming pool, make your own candy, penguins, a gym, club meeting places, rocket ship launching, movies, video arcade, a bookstore, ice cream maker, cookie maker, dessert-only restaurant, shops in the middle of the street, sports club, tennis court, and a fun building... in other words, fun!!!



Public Features/ Art

Adults say:

Create an area where artists can sell their work without a vendor's license.

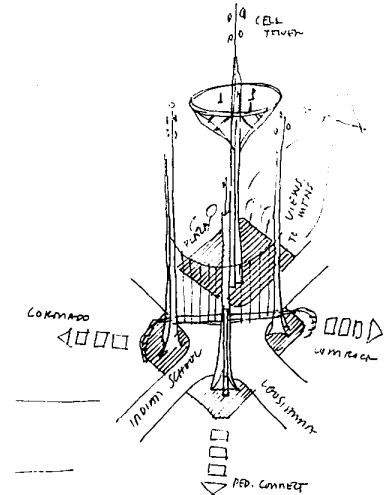
Create signature vest pocket parks (like in Portland).

Build more interesting buildings. Retrofit existing ones with sculpture, fountains, special landscaping, seating and shade.

Install interactive public art.

Build artful public walkways across Louisiana (like the Nob Hill arches on Central, but with a functional purpose). These can be above grade or just

slightly above grade if portions
of the street are submerged.



Use quarter cent, Urban Enhancement, one percent for art funds for public art in Uptown.

Install metal "flags" similar to those downtown on Central.

Encourage street artists (jugglers, musicians, etc.) to gather and entertain near restaurants and theaters.

Hold festivals in parking lots.

Plant street trees using a theme. Light on holidays.

Centrally locate a plaza accessible to pedestrians for maximum interaction.

Establish walking route with points of interest signs.

Design and build really fabulous bus stops.

Install sculptures (auto/driver scale) and small sculptures (pedestrian/human scale).

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Public Features/Art

Make shade.

Use neon (lights/sculptures).

Install large and small playful art, landscaping, walkways, and seating on the Charles Well #2 property (on corner of Americas Parkway and Indian School).

Kids say:

Giant fruits
a spring to jump on

Unify Uptown

Develop and place maps of Uptown area places at hotels, offices and shops.

Outline buildings and shrubbery with lights year round.

Introduce logos, signs, and repetitive elements.

Public Places Should Look Alive!

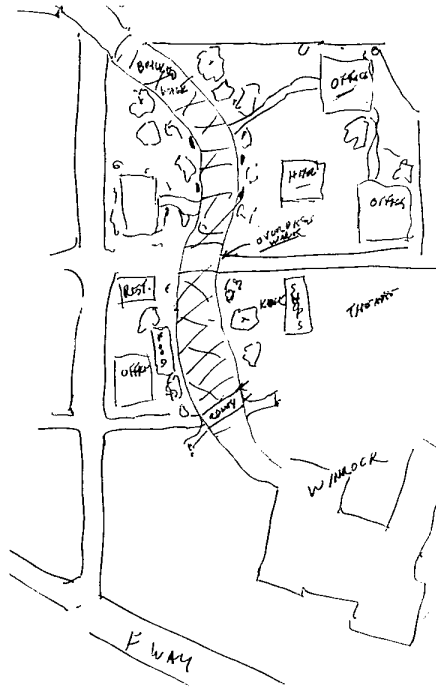
Schedule more weekend/evening events (like the music at Borders on Friday nights) - make Uptown a place to go for entertainment.

Buffer places more successfully from the pressure, noise and intimidation of auto traffic.

Introduce an all-hours shuttle between the malls.

Provide for and encourage street vendors at shuttle stops.

Place a large park between the two malls. Develop the Commons property as an ecological theme park (prairie dog villages, etc.) with a mall to mall shuttle.



Make pleasant public spaces/transit stops at both malls. Introduce an all-hours shuttle between the malls.

Provide shady xeriscaped gathering places near bus or other mass transit stops. These can serve as waiting areas for local Uptown and citywide public transportation.

Locate a park at the proposed Uptown Transit Center.

Use outdoor tents during the hot summer.

Link People/Places To Uptown

Create a citywide monorail

Connect proposed downtown transit center to Uptown and West Mesa via I-40 mass

Build light rail and station A.S.A.P. Shift funds from I-40 expansion and HCC/HOV

project That gives us \$150 million to start!

Within Uptown

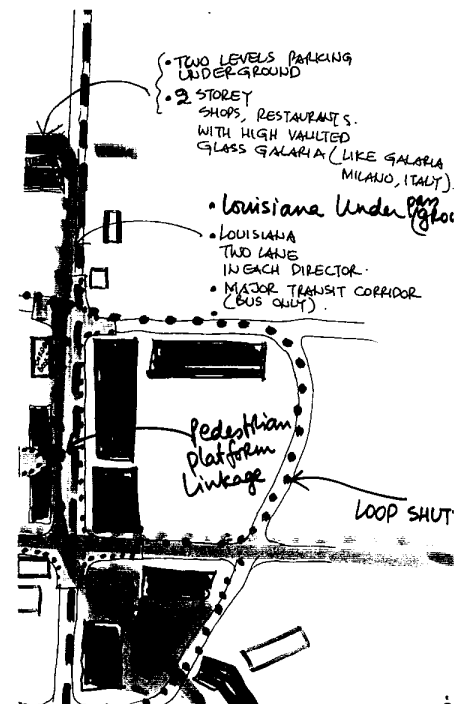
Transport people mall to mall with a shuttle, people mover, electric golf carts or zoo style "Elephant trains" on a protected path. Use existing technology... (some say above ground - others say below or at grade)

Create a complete bike and pedestrian network throughout the Uptown area.

Make walking corridors attractive and active places.

Light pedestrian ways and provide security phones.

Remove two Louisiana Boulevard traffic lanes and replace with a streetscape that creates a buffer zone for pedestrians.



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Link People/Places (continued)

Widen other sidewalks and provide shade and seating. Create buffers between roadway traffic and pedestrians.

Line pedestrian corridors with smaller retail uses, outdoor cafes, etc. - so that people have something to do and look at along the way

Use excess parking areas near sidewalks for vendors and additional buildings-- places that pedestrians can access easily.

Shorten blocks for pedestrians by dedicating pedestrian rights-of-way between buildings.

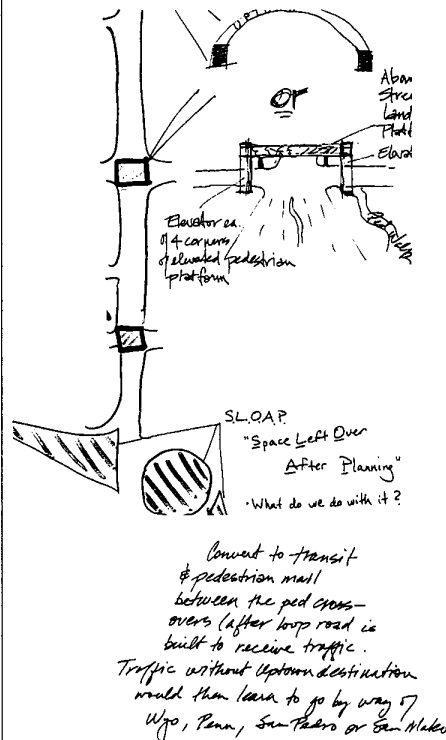
Require direct pedestrian access to shops and offices from the public right-of-way.

Create clear and direct pedestrian access from the Marriott Hotel and from Winrock to the Urban Park on the south side of the freeway.

Develop mid-rise, high density housing (townhouses and apartments) within 1500 feet of destinations. Then people will walk.

Place kiosks and open air markets along routes.

Make intersection crossings and routes through parking lots safer and more pleasant for pedestrians.



Change lunch shuttle route to capture more lunch places around the Uptown periphery (i.e. McDonalds).

Hold the line on big commercial development.

Gateways

Possible Gateways

Gateways should be large enough to make a bold statement that creates identity and a destination.

Gateways should establish a visual theme that can be repeated in smaller details throughout Uptown.

Narrow and slow down traffic at the entrances to Uptown.

Location: Pennsylvania Drive (I-40 - Taylor Park)

Solution: Create a distinct edge to the Uptown district.

Location: Pennsylvania/Indian School

Solution: Build a Nob Hill size grocery store with offices above. First, survey residential blocks around it.

Location: Louisiana/Menaul

Solution: Calm traffic with fewer lanes. Make it uncomfortable to drive through Uptown. Redesign to two traffic lanes each way, diagonal parking, lots of street trees, 2-3 story buildings adjacent to the street with retail, restaurants, and services at street level.

Location: Louisiana/Indian School

Solution: Integrate land uses and design within 600 feet. Allow linear retail with covered walkways down the street.

Solution: Submerge traffic and develop a park with fountain, band shell, park, and playground above.

Location: Louisiana/Americas Parkway

Solution: Build a pedestrian walkway over Louisiana from Marriott to Winrock.

Locations: San Pedro/Menaul
Pennsylvania/Indian School
Uptown/Cutler
Uptown/San Pedro

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Gateways (continued)

Solution: Use a special pedestrian crossing treatment. possibilities

are arches with walkways over roads, special pedestrian crossing at street level, or sinking traffic lanes.

Locations: San Pedro, Menaul, Louisiana, Constitution, Pennsylvania, Indian School, and Cutler.

Solutions: These are transition zones where auto oriented businesses should be replaced with combined neighborhood retail and residential uses. (Examples are Coolidge corners in Boston and Nob Hill at Carlisle.)

Ideas for Streets

Louisiana Boulevard

Create a sense of place: Louisiana Boulevard should not be just another NE Heights 6-8 lane boulevard.

Narrow the street and widen the sidewalks.

Remove a traffic lane on each side and plant a landscaped buffer zone between roadway/traffic and pedestrians.

Create places for people to walk and gather.

Build pedestrian overpasses or car underpasses for through-traffic (like Wacker Drive in Chicago).

Develop safe and attractive pedestrian crossovers.

Use air space over the through-traffic lanes as real estate for public and/or private development.

Use land on the east side of Louisiana north of Indian School for housing and public space.

Improve lighting for pedestrians.

Direct through-traffic around Uptown with directional signs at gateways and at I-40.

Plant more trees (no pollen, low water users, low leaf litter).

Plant large scale landscaping - tall trees including conifers.

Use neon.

San Pedro

Landscape or vacate City owned dirt strip on west side of Coronado's parking lot.

Improve bike lanes.

Pennsylvania

Give Pennsylvania back to the neighborhoods. Widen the cross walks. Reduce the turning radius at street intersections. Change street configuration to two through-traffic lanes, a center turn lane, and bike lanes. Widen the sidewalks. Landscape with trees.

Allow high density high rise housing or a grocery, pharmacy, coffee shop, and housing on the southwest corner of Pennsylvania and Indian School.

Americas Parkway

Draw people here 24 hours a day with buildings that have windows and doors next to the public sidewalk, solid ADA accessible pedestrian connections, street performers, and housing.

Indian School

Include Indian School on a light rail line with stations downtown, at UNM, Washington, Wyoming, Hotel Circle, Tramway, and ending at a park, bike and ride facility in Tijeras.

February 21st Participants

Planning Department

Robin Dehnert
Ed Boles
Neal Weinberg
Ted Scholer
Jon Messier
Sandy Fish
Mary Piscatelli-Umphres
Adrienne Emmot
Russell Brito
Selena Reed
Paula Ramsey
Susan Kelly
Manjeet Tangri
Elaine Taylor-Tyler
Joel Wooldridge
Ron Short
Diego Jordan

Public Works Department

John Castillo

Public Art - CIP

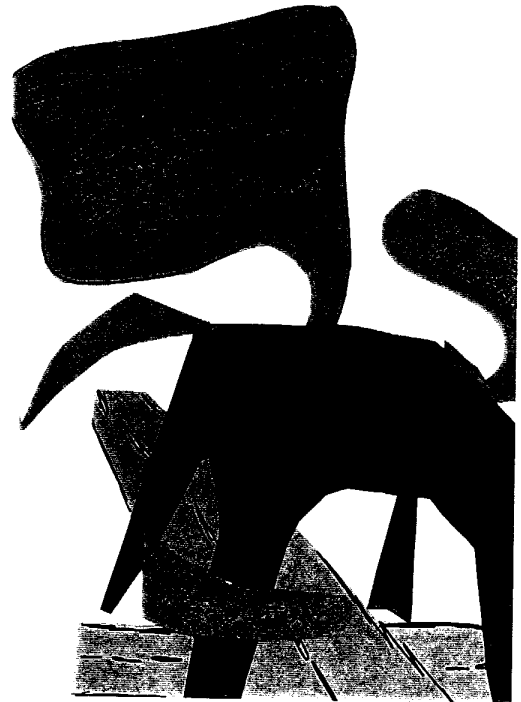
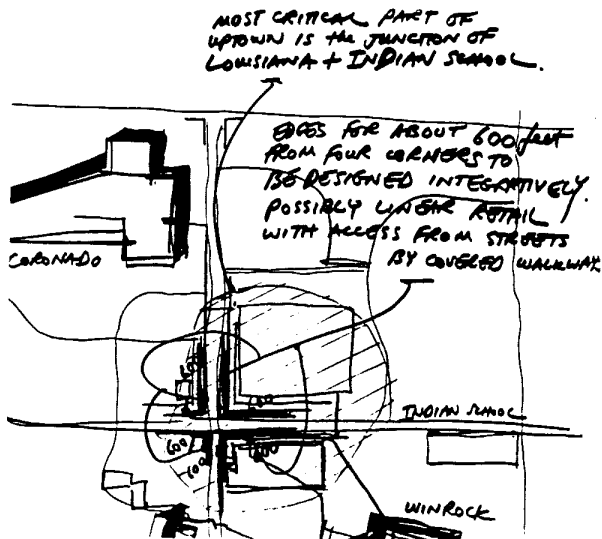
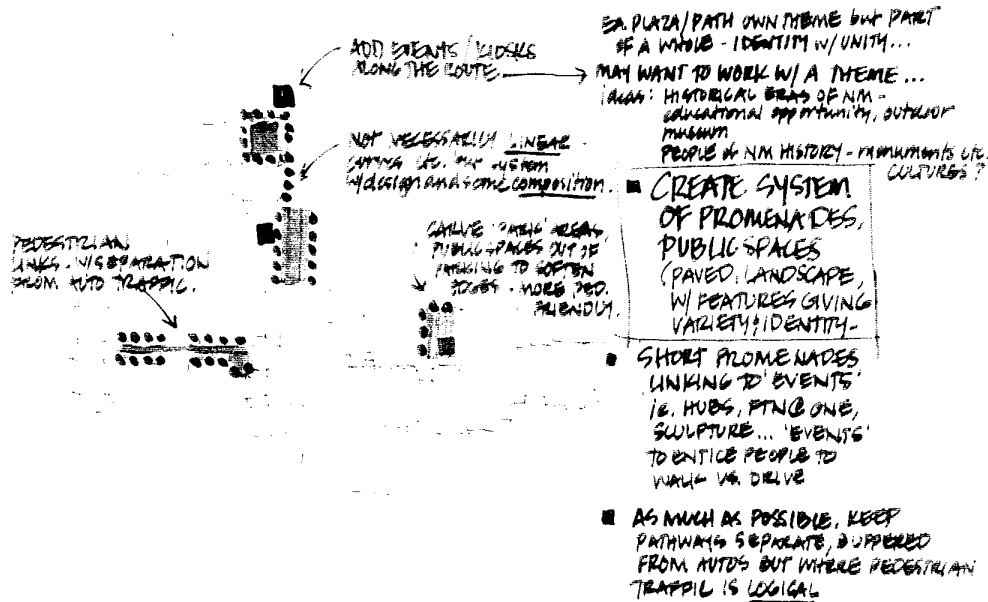
Sheri Brueggeman
Jane Sprague
Gordon Church

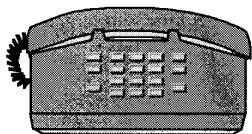
Parks - CIP

Diane Scena
Karin Pitman

June 1997

Making an Urban Center: Uptown Workshops Provide Possible Answers.





IMPORTANT TELEPHONE NUMBERS (4/98)

*TTY USERS: May call any number listed through Relay New Mexico at
1-800-659-8331.*

*Published by: **City of Albuquerque, Department
of Family & Community Services, Office of
Neighborhood Coordination.** (feel free to reprint for your publication).*

Police/Fire/Rescue (Emergency) 911

Albuquerque Clean Team (ACT) 823-4228

Albuquerque Police Department

Crime Analysis Section 768-3282

Police (non-emergency) 242-2677

Police Substations:

Foothills 823-4455

Northeast (8201 Osuna NE) 823-4455

Southeast (800 Louisiana SE) 256-2050

Valley (5408 2nd St. NW) 761-8800

Westside (6404 Los Volcanes NW) 831-4705

Records 768-2020

Telephone Reporting Unit 768-2030

Animal Control (Eastside) 768-1975

Animal Control (Westside) 768-1935

Animal Control (County) 873-6706

Attorney General (Consumer Protection) 1-800-678-1508

Better Business Bureau 884-0500

Burn/No-Burn Advisory 768-2876

City Council Office 768-3100

City Council Hotline (Mtgs., agendas) 768-4777

City/County Information 768-2000

Community Planning 924-3860

County Assessor (Property Ownership) 768-4040

County Clerk (Voter Registration) 768-4090

County Commission Office 768-4000

Crimestoppers 843-7867

Dumping on Vacant Lots 924-3850

Environmental Health Offices 768-2600

(for Mosquito/Fly Spraying, Noisy Neighbors, Noise, Restaurant, Food Poisoning Complaints,

Dust

complaints from Construction.)

Fire (Non-Emergency) 243-6601

Fire Marshal's Office 888-8124

Firecrackers or Gunshots 242-2677

Garbage Collection Problems 761-8100

Gas Leaks (Days) 246-7474

(Nights, Weekends, Holidays) 880-7300

Graffiti Removal Services 857-8055

Graffiti 24 Hour Hotline 768-4725

Housing Code Enforcement 764-3959

Keep Albuquerque Beautiful (KAB) 857-8280

Landfill Information

Cerro Colorado 836-8764

Don Reservoir 836-8757

Eagle Rock 857-8318

Montessa Park 873-6607

Landlord/Tenant Hotline 256-9442

Library (Information & Reference) 768-5140

Mayor's/CAO Office 768-3000

Mediation 768-4651

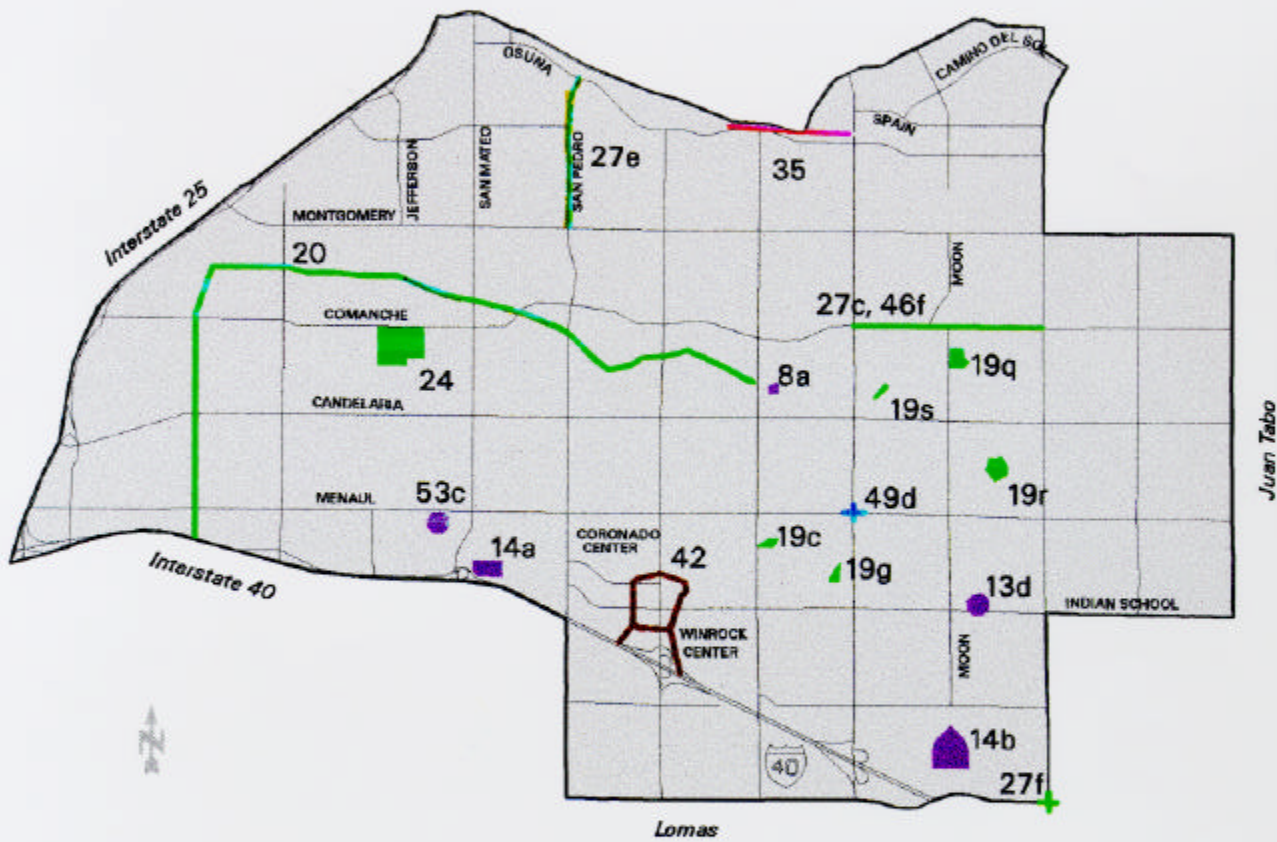
Neighborhood Coordination	768-3790
	Neighborhood Crime Prevention 924-3600
	Open Space or Bosque 873-6632
	Parks Management (7 a.m.-5 p.m.)
	Reservations for Parks 857-8669
	Lights, Park Maint. Vandalism 857-8650
Poison & Drug Information	272-2222
Public Works Department	
	Barricades 768-2552
	Cockroach Hotline 873-7009
	Emergencies (Water, Sewer) 857-8250
	Information 768-3650
	Pothole Repair 857-8027
	Sandbags 857-8025
	Sidewalk Obstructions 857-8680
	Special Events Permits 768-2551
	Street Maintenance (8-5) 857-8025
	After Hours (all divisions) 857-8250
Recycling Information	761-8100
Recycling Hotline	761-8176
Ridepool	243-7433
Sheriff's Department (non-emer.)	768-4160
State Police	841-9256
State Information	1-800-825-6639
Stop Signs (Missing)	857-8028
Streetlights Out/Down Powerlines	246-5890
Suntran Information (Bus)	843-9200
Sunvan Information (Bus/handicapped)	764-6165
Traffic Sign & Speed Information	857-8680
Trees (Obstructing View)	857-8680
United Way Helpline	247-3671
Vehicle Information	
	Abandoned on Public Streets 768-2277
	Inoperable on Private Property 924-3850
	Pollution Hotline 247-2273
Wasted Water Hotline	768-3640
Weed & Litter Complaints	924-3850
Weed & Litter	761-8100
	(10+ bags/lg. item pick-up - 1 day before trash day)
Zoning Violations	924-3850

When you make a complaint, be specific, provide addresses and the length of time there has been a problem.



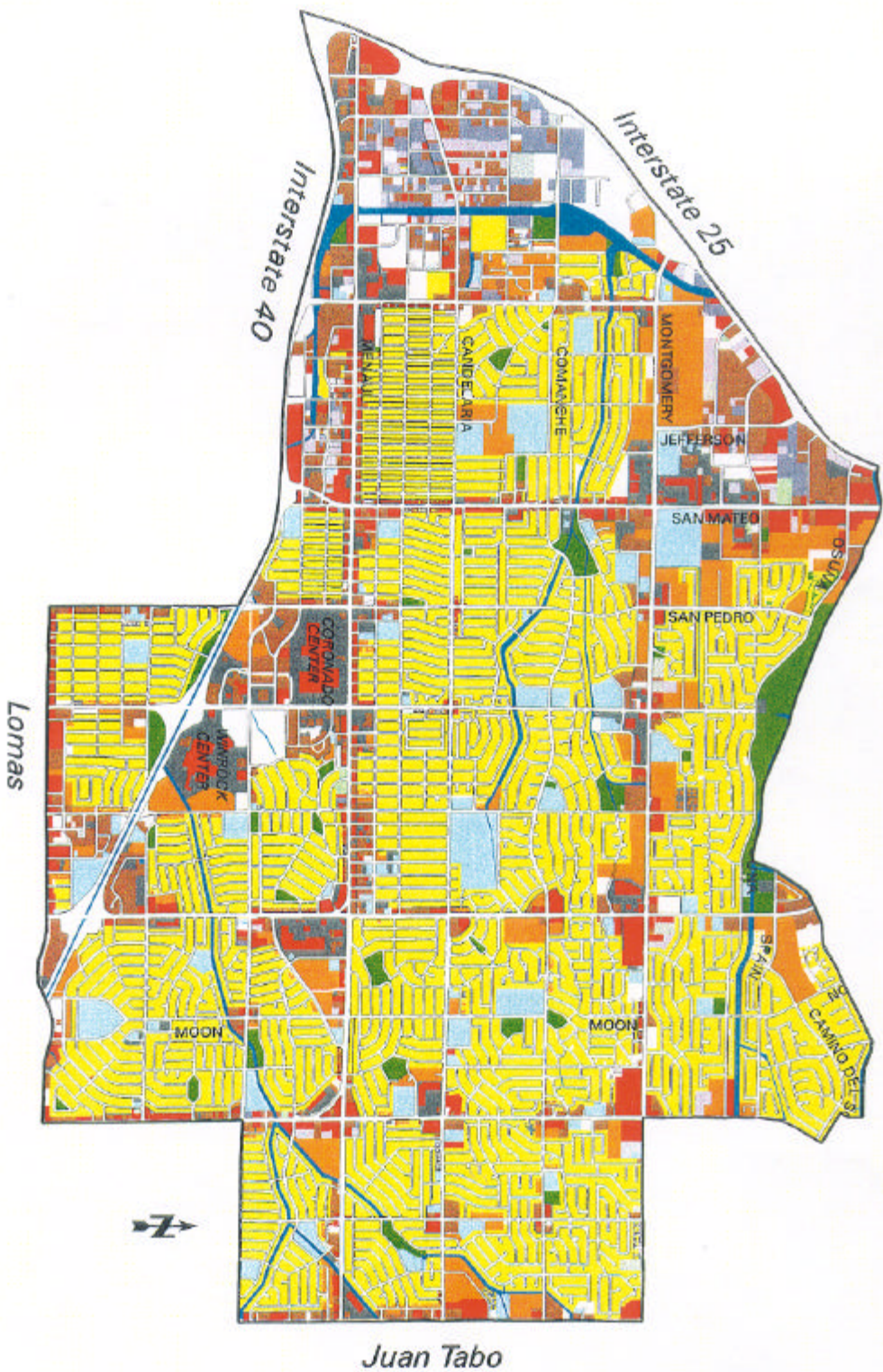
Capital Implementation Program

Mid-Heights



Juan Tabo

Map Scale 1" = 5000'



LAND USES (acreage)

SINGLE FAMILY (4,452)
MULTI FAMILY (679)
COMMERCIAL RETAIL (832)
COMMERCIAL SERVICE (757)
INDUSTRIAL AND WAREHOUSING (1,155)
WHOLESALE AND MANUFACTURING (1,154)
PUBLIC AND INSTITUTIONAL (303)
PARKS AND RECREATION (243)
PARKING LOTS AND STRUCTURES (442)
TRANSPORTATION AND UTILITIES (40)
DRAINAGE AND FLOOD CONTROL (279)
AGRICULTURE (12)
VACANT (363)
TOTAL (8,717)



